

The Great Grid Upgrade

Sea Link

Sea Link

Volume 9: Examination Submissions

Document 9.90: Applicant's Response to January Hearing Action Points from Compulsory Acquisition Hearing 1 (CAH1) and Issue Specific Hearing 2 (ISH2) – Deadline 4

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1. About this Document

1.1 Purpose of this Document

1.1.1 This document provides National Grid Electricity Transmission plc's (the Applicant's) response to Action Points addressed to the Applicant arising at Compulsory Acquisition Hearing 1 held on 27 January 2026 and Issue Specific Hearing 2 (ISH2) held 28 to 30 January 2026, in respect of the Sea Link Project.

1.2 Structure

1.2.1 The Examining Authority (ExA) issued a list of action points during the Hearings and subsequently published them in written form on 2 February 2026, in the following documents:

- **Action Points arising from Compulsory Acquisition Hearing 1 (CAH1) held on Tuesday 27 January 2026 [No document reference provided in Examination Library]; and**
- **Action Points arising from Issue Specific Hearing 2 (ISH2) on environmental issues held on Wednesday 28 January to Friday 30 January 2026 [EV6-033].**

1.2.2 This document provides responses to those actions, due at Deadline 4, that were specifically addressed to the Applicant. Where appropriate, the Applicant has made minor stylistic or grammatical adjustments to the wording of the action points for clarity; however, these changes are not considered material and do not alter the substance of the actions or the Applicant's response.

2. Applicant's Response to Action Points arising from Compulsory Acquisition Hearing 1

2.1 The Applicant's Response to Actions Points Table

Table 2.1 Response to Action Points arising from Compulsory Acquisition Hearing 1 (27 January 2026)

Action No.	ExA Description	Applicant's Response	Deadline
AP1	Provide in writing the oral submission supplied setting out the case for compulsory acquisition/temporary possession against the tests in the Planning Act 2008.	<p>The Applicant has provided a suite of documents that set out the case for the Compulsory Acquisition needed to deliver the proposed project, and the detailed information about the land affected, and the rights sought.</p> <p>These documents include, The Statement of Reasons, Book of Reference, Land Plans and Schedules to the Order, plus the Planning Statement and Description of the Proposed Project.</p> <p>The Applicant has explained why the land included in the Compulsory Acquisition is required, how it is proportionate and necessary and also that the Applicant has the necessary resources to deliver the project.</p> <p>The Statement of Reasons outlines the rationale for the application for Compulsory Acquisition of land. It summarises the need for the project and how the Applicant believes it has met the necessary tests including the consideration of Reasonable Alternatives and that the rights sought are necessary, reasonable and proportionate.</p> <p>The Strategic Options Back Check Report addresses in detail the need for the Proposed Project, and the alternative strategic options considered, including the reason for the selection of a HVDC link between the Sizewell area in Suffolk and the Richborough area in Kent as the preferred option.</p> <p>Reasonable Alternatives</p> <p>The Environmental Statement Chapter 3: Main Alternatives Considered provides further details on the alternatives considered throughout the development process.</p> <p>The Corridor Preliminary Routing and Siting Study is a process used to develop preferred routes and sites for infrastructure projects. The study involves assessing various factors to ensure effective planning and consenting for projects and delves deeper into the granular detail of the preferred routes to narrow the selection down further. This report presents the outputs of the routing and siting study following the identification of the preferred strategic option including the alternative landfall areas, converter station sites, HVAC connection corridors and onshore and offshore HVDC cable route corridors that were considered and the reason for the selection of the emerging preference options.</p> <p>The Design Development Report and The Planning Statement, further explain how the evolution of the Proposed Project has followed an iterative design process. The alternatives in terms of the route and construction were considered throughout that process, including taking into account responses to feedback received during consultation.</p> <p>The options analysis ensures all reasonable alternatives were considered and goes on to justify the siting of the infrastructure.</p> <p>The Applicant is confident it has applied a robust assessment of the options with appropriate back checks throughout.</p> <p>The compelling case in the public interest is set out in the Planning Statement - the case for the Project is urgent and important as it is needed to accommodate additional power flows generated from renewable and low carbon generation, as well as accommodating additional new</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<p>interconnection from mainland Europe. The Proposed Project is required to support offshore wind projects, which in turn are required to meet the Government's targets for the connection of up to 50 GW of offshore wind by 2030.</p> <p>This offshore generation is a key part of a strategy for secure, clean and affordable British energy for the long term.</p> <p>The provisions in National Policy Statement for Energy EN5 (Electricity Networks) recognise that Compulsory Acquisition of land may be needed for onshore electrical infrastructure such as new substations and for associated mitigation effects such as for landscape enhancement. It also acknowledges that where rights in land cannot be acquired by agreement, the developer may seek to acquire necessary rights through a DCO, and that permanent rights are preferable to wayleaves.</p> <p>It is in the public interest to obtain the appropriate security for the electricity supply network through the grant of permanent land rights. For major infrastructure projects undertaken by the Applicant, longevity and security of rights is essential to enable the Applicant to create new, and upgrade existing infrastructure networks, and to support major power generation infrastructure projects.</p> <p>Therefore, the Applicant considers it essential to secure the grant of permanent easements rather than way leaves whether by negotiation or through compulsory acquisition.</p> <p>The Applicant is confident that all the land identified is required, necessary and proportionate.</p> <p>The land required for the project is shown in the Land plans and has been split into individual plots based on ownership and the works required, each with its own reference number which is the index for the Book of Reference. The Book of Reference shows the relevant powers sought against each plot of land.</p> <p>To provide clarity, the Land plans have a different colour applied to each right, with the highest right in the hierarchy displayed. The colour coding can be seen on the Land Plans and is also set out at the front of the Book of Reference.</p> <p>The Classes of Rights have been developed to seek to take the lowest class of right needed in each plot. In broad terms we have applied for either acquisition, one of six classes of rights alone, or 2 classes of temporary possession.</p> <p>The areas of permanent acquisition are limited to converter stations, substations with associated accesses, and areas of landscaping and ecological mitigation where the nature and current use of the land is changed and will not be returned to its previous use.</p> <p>In the case of temporary possession and the permanent rights sought, the intention of the Applicant is that in the vast majority of cases the land can be returned to its former use post construction with as minimal restrictions as possible.</p> <p>The Applicant has applied a strategy during the development of the proposed project to ensure the rights sought are the minimum necessary, to limit in so far as possible the interference with private rights whilst maintaining sufficient flexibility to ensure the Proposed Project can be delivered to meet the need case.</p> <p>This strategy also encompasses the statutory duty upon the Applicant to be economic and efficient and have regard to any potential environmental impacts.</p> <p>The Applicant is seeking to employ a two stage or sequential approach to constructing the project using Temporary Possession and then drawing down the smallest possible area for permanent rights which match the final footprint of the proposed project.</p> <p>This approach is to minimise the extent of interference with the private interests of others and will be achieved by seeking temporary powers over the Order Land in order to undertake the construction works. Areas of purely temporary possession can then be reinstated and handed back with no long term restrictions or rights being retained by the Applicant.</p>	

Action No.	ExA Description	Applicant's Response	Deadline
		<p>This provides flexibility to the Applicant and for the landowner, minimises the area of land required for the compulsory acquisition of land or rights, which has a lesser impact on the landowner.</p> <p>The alternative to the above, would be to exercise compulsory purchase powers before commencing construction, which would then either constrain the flexibility allowed for in the dDCO, or would mean the Applicant would have to take a larger area of land in the first instance. There may then be a need to offer land back where the Crichel Down rules apply and create further unnecessary negative impacts on landowners giving rise to increased levels of compensation.</p> <p>This type of 'two stage' or sequential approach has been adopted by the Applicant on previous DCO projects (e.g. Richborough Connection Project and Bramford to Twinstead) and by other DCO undertakers and finds precedent in TWAOs (e.g. Docklands Light Railway (DLR) extension TWAOs) and the DCO Model Provisions.</p> <p>The Applicant considers it has met the tests of the Planning Act in that the land within the order limits is required for the development and that there is a compelling case in the public interest for the land to be acquired. It confirms the compulsory acquisition of land and rights in land is reasonable, proportionate and necessary to deliver the proposed development.</p>	
AP2	Provide further detail of potential alternative access routes to the Saxmundham converter station.		Deadline 4
AP3	Provide response in relation to suggested alternative routes provided by SCC at DL4.	<p>The matters of alternative accesses considered for the Saxmundham converter station site are set out in detail in previous submissions into the Examination including the Applicant's response to Suffolk County Council relevant representations, presented in Applicant's Detailed Responses to the Relevant Representations identified by the ExA [REP2-014], and in application documents including the Corridor Preliminary Routing and Substation Siting Study (CPRSS) [APP-368] and Options Selection and Design Evolution Report [APP-369]. Alternative accesses were robustly considered, consulted on, and backchecked in light of feedback and emerging assessment findings.</p> <p>The oral submissions at ISH2 from SCC (and the SCC Local Impact Report [REP1-130]) encouraged the Applicant to consider a route coming off the A12 north of Saxmundham, potentially utilising the Sizewell Link Road and then using partly the local highway network and partly new build haul roads over non-highway land to access the converter site from the north.</p> <p>As set out in the documents referred to above, the Applicant has indeed already considered two variations of an alternative access route within the corridor summarised by SCC in their ISH2 oral submission, having discussed these with SCC in the pre-application stages of the project (and subsequently) and reviewed the various access options in the context of these possible alternatives. These alternatives (one using the B1122 through the villages of Yoxford, Middleton Moor and Theberton, and one using the Sizewell Link Road) were discounted in favour of the proposed access option, for reasons presented in the documents set out above.</p> <p>The Applicant will await further details of alternatives from Interested Parties at Deadline 4 before providing further commentary on alternatives, if necessary. However, from a compulsory acquisition perspective, all of the alternative access routes already considered would necessitate a greater length of new-build road and would comprise more land interests and more extensive compulsory acquisition powers than that proposed. The Applicant expects to secure a voluntary agreement with the landowner for the current route proposed by the close of examination.</p> <p>It is of note in this context that the alternatives considered by the Applicant that used the corridor raised by SCC during ISH2 would have necessitated the longest stretch of new build road across</p>	Deadline 5

Action No.	ExA Description	Applicant's Response	Deadline
		private land of all alternatives considered, and would also have included various realignments and potentially widening works along the B1119 that would also have required the acquisition of private land.	
		The Applicant will respond to any points raised at Deadline 4 on AP2 by SCC at Deadline 5.	
AP4	Update the Land Rights Tracker to provide a list of unknown land plots (rather than all plots with an element of unknown). Include specific detail for each plot as to ongoing investigations.	There are 157 (Category 1) unknown unregistered plots which has been updated in the Land Rights Tracker. Details of the ongoing enquiries in relation to each of these plots has been added to the tracker.	Deadline 4
AP5	Provide in writing the oral submission supplied which provided detail in relation to the anticipated future use of Suffolk plot 1/9	<p>Suffolk plot 1/9 lies to the west of the converter station, on the route of the permanent access road adjacent to the B1121 and the River Fromus bridge.</p> <p>This land is required for a compound during the construction period to facilitate construction of the converter and access road, including the bridge over the Fromus, and works at Benhall Bridge. This area is also associated with the permanent drainage for the converter station access road. (Work Numbers 13 and 14).</p> <p>Following completion of construction, this compound can be removed and the land reinstated to its former use.</p> <p>The DCO process is intended to cover construction, the life of the asset and decommissioning. The ability to re-establish the compound is required in perpetuity to facilitate major works at the converter station site (such as replacement of a transformer); and/ or storage of a mini-bridge to facilitate Abnormal Indivisible Load movements over the Benhall Bridge, if it has not been repaired.</p> <p>Without the ability to re-establish the compound it is likely that the Applicant would be held to ransom or works delayed while a suitable compound was secured. Applying for this right in perpetuity considers our duty to be economic and efficient as it removes the risks should a compound need to be secured in an emergency.</p> <p>The permanent right attached to this compound does not infer that the physical compound will be left in situ. The compound needed for construction will be returned to its former use, post construction and re-established as a compound as and when needed, with further disturbance compensation payable.</p>	Deadline 4
AP6	Provide an inset or similar to the works plans for Suffolk plots 1/11, plots 2/55 to 2/85, and Kent plots 2/123 and 2/133 to show additional information on the various elements proposed	<p>The Works Plans have been updated at Deadline 4 to provide additional commentary on the plots listed. The Outline Landscape and Ecological Management Plan (oLEMP) is in outline and will evolve in response to the detailed design of the Sea Link project; with additional flexibility to respond also to the evolving designs of the EA1N, EA2 and Lionlink projects. Given there is no flexibility to alter the Works Plans after consent, whilst additional labelling has been added to the plans, the plans do not show all the detail available in outline management plans.</p> <p>Figure 4 within Application Document 7.5.7.1 (B) Outline Landscape and Ecological Management Plan – Suffolk [AS-060] has also been updated at Deadline 4 to provide clarity on the Fromus and Skylark Mitigation within plot 1/11. The 12 ha skylark habitat enhancement is detailed in the oLEMP within sections 5.4 and 6.14. The commitment for the management of 12 ha of arable land is secured within B40 in the REAC (Application Document 9.84 Register of Environmental Actions and Commitments (REAC) [REP3-078]).</p>	Deadline 4
AP7	Clarify the need for the entirety of Suffolk plot 2/20 for mitigation given that no mitigation is shown in the outline landscape and environmental management plan (oLEMP) for areas of this plot.	Plot 2/20 is required to deliver environmental mitigation in the scenario (Friston Scenario 2) where Sea Link construct a substation at Friston, pursuant to the dDCO. Figure 5 in Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan – Suffolk submitted at Deadline 4 has been updated to reflect the landscape and ecological mitigation required. This updated plan reflects SPRs recently submitted substations landscape masterplan	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		(submitted to East Suffolk Council in December 2025) and allows for woodland planting, scrub planting, hedgerows and specimen trees and grassland across plot 2/20.	
AP8	Provide an explanation for a wider haul road/access road strip in Suffolk plots 2/20 and 2/7 when compared with Scottish Power Renewables (SPR) scheme. Consider whether the width can be reduced within the examination whilst still retaining veteran tree(s).	The areas where we require wider access than SPR for the access road are due to detailed design required on the diversion of a 33kv UKPN asset which is yet to be undergrounded, and in the area of a veteran tree which also coincides with the location of a drainage pond. This pond is indicative and may be removed later during the detailed design following further ground investigations	Deadline 4
AP9	Meet Mr Rix regarding impact on referenced plots including Christmas Tree plots and to provide further justification for need for planting adjacent to western access road and 18m screening. Provide an update on negotiations including response to Mr Rix request to be able to move agricultural machinery between fields within Suffolk plots 2/36 and 2/37 and review the need for the entirety of Suffolk plot 2/20 given Mr Rix's access requirements.	The Applicant has arranged a further meeting with Mr Rix and his agent to address his concerns and find a workable solution for both parties. The Land Rights Tracker and Schedule of Negotiations will be updated accordingly.	Deadline 4
AP10	Provide in writing the oral submission supplied which clarified the need for the widened section of Suffolk plot 1/12.	<p>In Suffolk Plot 1/12 Sea Link propose a drainage outfall connection from the temporary compound attenuation pond, the construction of a future monitoring and maintenance access point and the temporary diversion of a PRow through this section. The full width of the highway boundary has been taken in this location to enable the works to be coordinated, this could include temporary PRow crossing points to be provided or hardening of the eastern verge to enable traffic to be managed through the works.</p> <p>There is a potential future interface at Plot 1/12 with the Lion Link project that will require a degree of flexibility within the proposed Sea Link project such that detailed designs can be aligned. It is anticipated that the Lion Link project will require an access crossing and cable crossings of the B1119 in this location. The exact nature and location of these crossings are not yet determined therefore some flexibility is required within the Sea Link design to enable coordination.</p>	Deadline 4
AP11	Amend works plans to reflect smaller extent of acid grassland enhancement in works no 15 (Suffolk plot 4/7).	The works plans have been updated to reflect location of the acid grassland within the wider plot 4/7 in Suffolk.	Deadline 4
AP12	Consider the removal of Suffolk plots 4/27, 4/28 and 1/97 identified as Class 10 from the order limits. Any change to be submitted before DL5.	<p>The Applicant does not consider the removal of Class 10 plots in the order limits necessary. The Applicant notes that it is not unusual for a DCO to be made whilst containing land where there are no powers sought. In the extant case, the salient land powers are contained in the draft DCO at articles 24, 25 and 27. The ExA expressed concern that, without amending the Order Limits, the land would still be 'Order Land'. "Order land" means the land shown on the Land Plans and described in the Book of Reference. It merits noting that 'Land' is defined in the primary legislation, being the 2008 Act, at S.159 (relating to Part 7 of the Act which includes the CA provisions), as including 'any interest in or right over land'.</p> <p>Turning then to the operation of that term, article 24 allows CA of Order Land in the BoR as is required for construction, operation and maintenance. Hence the power does not extend to more than the Undertaker needs and indeed is constrained by the BoR (in the tables, see column 2 of Part 1), which itself sets out the Classes of Rights applicable to each plot. As noted above, 'Order Land' (by virtue of the definition in the Act of 'land') includes those interests or rights – hence the BoR can and does specify the 'Order land' interests or rights. The same analysis applies to article 25, such that rights may only be taken over the Order Land, as described in the BoR. In terms of temporary use, Article 27(1) enables temporary possession of land described in the BoR and listed in Schedule 11 (temporary use only), and 27(2) refers to 'any other Order Land'. This last point is, we understand, the ExA's concern. The Applicant is of the view that, due to the definition of Order Land, Article 27 is limited by the description in the BoR, which in particular at Part 1 column 2 describes both the spatial limit of the land immediately alongside the</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<p>nature of the class of right, and more generally in the BoR makes clear that any Class 10 land is not subject to powers of acquisition nor temporary use.</p> <p>However, notwithstanding the Applicant's response above, to help on this point, the Applicant would be content to offer a commitment (potentially via the REAC) to confirm that in respect of the Class 10 land, that the Applicant will not carry out any part of the Authorised Project in respect of that land, save to the same degree that it could pursuant to the powers which prevail out with the Order Limits (e.g. the survey power in Article 22). Turning to the particular plot numbers - Plots 4/27 and 4/28 are the remainder of the redefined acid grassland plot. The Applicant is likely to agree voluntary terms with the landowner for the remaining area before the close of examination. They understand the concept of Class 10 and are comfortable.</p> <p>Plot 1/97 in Suffolk is marked as Class 10. It is 19 square metres of public highway.</p> <p>A further 2 plots of Class 10 have been added at Deadline 4.</p> <p>In Suffolk plot 1/5a is now Class 10 to remove an unnecessary interference with a Category 1 land interest and in Kent 4/19a is now Class 10 which removed Southern Water as a Category 1 Interest.</p>	
AP13	Explain how the potential reinstatement of the temporary construction compound in plot 2/133 would interact with landscape mitigation.	The proposed landscape mitigation for plot 2/133 is set out in OLEMP as 'potential early planting' which is defined as 'prior to operation'. The Applicant does not believe these proposed uses are in conflict as the mitigation would follow construction in this case.	Deadline 4
AP14	Update Schedule of Negotiations (SoN) to include missing representation numbers.	<p>Appendix B Schedule of Negotiation has been updated. We have updated the relevant representations column to include any further written reps and requests to speak at CAH's.</p> <p>The Applicant has converted the format to Excel to improve the usability of the documents and will fully update the comments on the status of negotiations to include an anticipated date of agreement.</p>	Deadline 4
AP15	Meet and update on negotiations with Thanet District Council by DL4.	The Applicant has updated the Land Rights Tracker and Appendix B for Deadline 4.	Deadline 4
AP16	Provide an update on engagement with applicant regarding the progress of agreeing land rights and heads of terms.	The Applicant has updated the Land Rights Tracker and Appendix B for Deadline 4.	Deadline 4
AP17	Update SoN to provide further details regarding use of Whitehouse Drove.	The Applicant has updated the Land Rights Tracker and Appendix B for Deadline 4.	Deadline 4
AP18	Update SoN to include detail of discussions with landowners to clarify outstanding concerns where agreement has not been reached.	The Applicant has updated the Land Rights Tracker and Appendix B for Deadline 4.	Deadline 4
AP19	Request affected persons withdraw objections when agreement is reached.	There is a clause in the Heads of Terms that requires Landowners to withdraw their objection in respect of compulsory acquisition when voluntary agreements are completed.	Ongoing
AP20	Update on parties not referenced in the SoN, including Amyas Peto, Stephen and Cherian Roberts, Erik Collins, Jane Taylor, Karen Collins, Manston Thorne Ltd, Pippa Southorn, Roger Alfred Stanley and Wendy Lynn Skinner and Statkraft UK Ltd. Also Hilda Mary Chaston (Suffolk plot 3/1) including clarification on inclusion within the Book of Reference.	<p>Amyas Peto - Category 2 and Category 3 Interest</p> <p>Stephen Arthur Roberts & Cherian Roberts – Category 2 and Category 3 Interest</p> <p>Erik & Karen Collins – Category 2 and Category 3 interest and possibly an owner (Category 1) subject to confirmation, of an unregistered plot. LIQ been issued to confirm their interest in Kent plots 2/81 and 2/82,</p> <p>Hilda Mary Chaston – This AP is not in the clean current BoR but was in track change version. This was Errata. Hilda Mary Chaston is a Category 3 interest and is in the updated Book of Reference submitted at Deadline 4.</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
AP21	Provide an update in relation to outstanding National Trust issues including a timetable for resolution within the examination.	<p>Jane Taylor - Category 2 Interest. Suffolk plot 5/3</p> <p>Trudy Duffield – Category 3 Interest</p> <p>Manston Thorne Limited – Category 2 Interest. Kent plots 3/53, 3/80,</p> <p>Pippa Southorn / D H Clifton – Occupier of The Church Commissioners. Kent plots 2/56, 2/65, 2/66, 2/67, 2/69, 2/70, 2/71, 2/72, 2/73, 2/74, 2/75, 2/76, 2/78, 2/79, 2/84, 2/107, 2/108, 2/109, 2/111, 2/112, 2/113, 2/187, They are in the Land Rights Tracker and we will be seeking an occupiers consent when we have the Landowners voluntary agreement.</p> <p>Roger & Wendy Skinner – Category 3 Interest</p> <p>Statkraft UK Limited – Category 2 Interest with an Option dated December 2022. Kent plot 3/28, 3/31, 3/32, 3/38, 3/39, 3/41, 3/46, 3/47, 3/74, 3/75, 3/76, 4/5, The Applicants are in contact with Statkraft's agents and are arranging a meeting to further understand Statkraft's proposals and timelines.</p> <p>The Applicant confirms it is not seeking to acquire any land rights from Category 2 interests and that both Category 2 and Category 3 interests are appropriately covered by the Compensation Code should they suffer any losses directly attributable to the proposed project. The Applicant can confirm the above parties have been engaged with a more recently provided with the relevant Government guidance booklets.</p>	Deadline 4
AP22	Revise all land plans/Book of Reference (BoR) /Statement of Reasons (SoR) to ensure accurate and correct in relation to National Trust land.	The Book of Reference, Land Plans, Appendix and the Land Rights Tracker have all been updated for Deadline 4.	Deadline 4
AP23	Correct the error in the open space land in the BoR, where Suffolk plots 6/3 and 6/5 are listed twice.	The Book of Reference has been updated for Deadline 4.	Deadline 4
AP24	Clarify why some plots described as 'open space' in the BoR part 1 are not included in part 5.	Open space land is shown throughout the Book of Reference in the context of the owner and occupier at Part 1, 3rd Party Interests at Part 2 and its status as Open Space at Part 5. Only Open Space land where we are seeking permanent rights is considered Special Category Land shown at Part 5 and potentially requiring Special Parliamentary Procedure.	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline								
		<p>Given that our assessment is that the land would be 'no less advantageous' when burdened with the permanent rights of compulsory acquisition we are applying for a certificate from the Secretary of State. There is a statement at the front of the dDCO that confirms, on grant of the consent - The Secretary of State is satisfied that the special category land within the order limits, when burdened with the rights imposed by this Order, will be no less advantageous than it was before to the persons in whom it is vested, other persons, if any, entitled to rights of common or other rights, and to the public; and that, accordingly, section 132(3) of the 2008 Act applies. This is effect is the certificate referred to above.</p> <p>Plots 3/103, 3/105, 3/106 and 3/107, 3/108 were in Deadline 3 Book of Reference at Part 5. They have been removed for Deadline 4 as Pegwell Bay is not Open Space. The detail for this is included in Appendix C to the Statement of Reasons.</p>									
AP25	Update on Crown land consent with key milestones towards reaching agreement (in relation to the examination timetable) and the likelihood and implications of agreement not being reached before the close of the examination.	<p>The King`s Most Excellent Majesty in Right of His Crown owns plots in Suffolk 6/7 and Kent 2/58, 2/62, 2/85, 2/91, 2/98, 2/105, 5/11, 5/12, 5/14, 5/15, 5/16.</p> <p>There are no Crown interests in land belonging to other parties. The Applicant has not identified any Crown bodies in undertaking its due diligence. Crown body land is described as a public body that is considered to be part of the Crown, or government, in the UK. While the term 'Crown body' isn't always consistently defined, it generally includes government departments and other organisations that act on behalf of the Crown.</p> <p>As Crown interests cannot be subject to the powers of Compulsory Acquisition, authority must be obtained from the Crown Estate to include their land S135(1) or their interest in 3rd party land S135(2). in an application.</p> <p>Voluntary negotiations for the necessary land rights are progressing at a National Grid portfolio level. The Applicant remains committed to reaching an agreement with the Crown Estate and will provide an update by the next deadline.</p>	Deadline 4								
AP26	Revise all land plans/BoR/SoR to ensure accurate and correct in relation to crown land.	There are no Crown land plot numbers listed in the Statement of Reasons, but we have cross checked the BoR and SCL & crown land plans.	Deadline 4								
AP27	Submit a section 135 case to explain how the scheme could go ahead without the benefit of crown land if crown consent will not be obtained by the close of the examination.	<p>Crown rights are covered at Section 41 of the draft DCO. A request for S135(1) consent has been requested from the Crown and is in negotiation. It is anticipated the S135 consent will be obtained prior to the close of examination.</p> <p>The Applicant continues to actively liaise with The Crown Estate in respect of the S135 consent and Heads of Term for the voluntary land agreement.</p>	Deadline 7								
AP28	Provide an update with respect to protective provisions. Summarise information as to which parties you think there will be agreement with and which may not.	As explained in response to the questions posed under CAH1 agenda item 4.1, the Applicant is working hard to understand the specific requirements of statutory undertakers and other stakeholders who have requested bespoke protective provisions (PPs) and to reach agreement before the end of the examination. Details are set out in the following table.	Deadline 4								
		<table border="1"> <thead> <tr> <th>No.</th> <th>Party seeking bespoke protective provisions</th> <th>Current position and matters under discussion</th> <th>Agreement expected before the end of examination?</th> </tr> </thead> <tbody> <tr> <td colspan="4">Water and sewerage</td> </tr> </tbody> </table>	No.	Party seeking bespoke protective provisions	Current position and matters under discussion	Agreement expected before the end of examination?	Water and sewerage				
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Water and sewerage											

Action No.	ExA Description	Applicant's Response	Deadline
1	Anglian Water	<p>The Applicant has made substantial progress in negotiations with Anglian Water.</p> <p>PPs have been drafted and each party has provided comments—most recently following a meeting on 05/02/2026.</p> <p>Outstanding points include clarifications on compulsory acquisition powers, emergency works, and reasonableness requirements.</p>	Yes
2	Northumbrian Water Limited (Essex & Suffolk Water)	<p>The Applicant is in active negotiations with Northumbrian Water Limited (NWL).</p> <p>The Applicant issued comments back to NWL on its preferred form of PPs and a draft Asset Protection Agreement on 02/02/2026. <u>The Applicant received an updated draft on from NWL on 10/02/2026 which it is considering before responding.</u></p> <p>Outstanding points include matters relating to compulsory acquisition powers and indemnity provisions.</p>	Yes
3	Southern Water	<p>The Applicant is in negotiations with Southern Water.</p> <p>Having issued a copy of the standard PPs for review on 18/11/2025, Southern Water responded on 10/02/2026 to confirm that they will be issuing a marked-up version of the standard PPs imminently.</p> <p>The Applicant will then pursue further engagement to identify and resolve outstanding issues.</p>	Yes
4	East Suffolk Water Management Board	<p>East Suffolk Water Management Board (ESWMB) indicated in earlier engagement that PPs may be required.</p> <p>Following an exchange of comments on a design interface document a meeting is being scheduled to determine requirements.</p>	TBC
Transport			
5	Port of London Authority	<p>The Applicant has made substantial progress in negotiations with Port of London Authority (PLA) and draft PPs are now well-advanced.</p> <p>Following discussion during CAH1 the PLA stated preference for water depth to be secured as a DCO requirement.</p> <p>No outstanding substantive points other than some clarifications and mechanisms to secure relevant commitments which are being discussed. The Applicant will issue the next draft of PPs imminently.</p>	Yes
6	London Gateway Port	<p>The Applicant has made substantial progress in negotiations with London Gateway Port (LGP).</p>	Yes

Action No.	ExA Description	Applicant's Response	Deadline
		Draft PPs were issued to LGP in w/c 26/01/2026 with protections structured on a similar basis to what is being agreed with PLA. The commitments sought by LGPL have largely been accepted in principle and discussions on the mechanisms to secure those commitments are ongoing.	
7	Harwich Haven Authority	Engagement with Harwich Haven is ongoing. Previous discussions referenced the need to structure protections on a similar basis to what is being agreed with PLA. The Applicant is pursuing further engagement to clarify requirements.	Yes
8	Network Rail Infrastructure Limited	The Applicant provided NRIL with comments on its requested PPs in October and is awaiting NRIL's response to those comments. The Applicant is actively pursuing further engagement but as yet has not received that response.	TBC
9 & 10	Highways Authorities (Kent County Council and Suffolk County Council)	The Applicant has made substantial progress in negotiations with the Local Highway Authorities. PPs have been drafted and shared with Kent and Suffolk (December 2025). The Applicant has had positive engagement with both since then. The Applicant has received comments from Suffolk which are currently being reviewed and is awaiting comments from Kent.	Yes
11	Riveroak Strategic Partners (Manston Airport)	Having recently made contact with Riveroak Strategic Partners, regarding further engagement, the Applicant is seeking to understand their requirements after receiving a Relevant Representation indicating that they may seek PPs.	TBC
Gas			
12	Cadent Gas	The Applicant has made substantial progress in negotiations with Cadent. Updated PPs were issued back to Cadent on 29/01/2026 and the Applicant received communications back on 07/02/2026 confirming these are substantially agreed. Outstanding matters include acquisition of land provisions and confirmation regarding indemnities.	Yes
13	Southern Gas Networks	The Applicant has made substantial progress in negotiations with Southern Gas Networks (SGN). The latest version of PPs between the parties was issued back to SGN on 22/01/2026, along with a request for clarifications on what is needed for a side agreement. The Applicant is awaiting SGN's response.	Yes

Action No.	ExA Description	Applicant's Response	Deadline
		Outstanding points are now in relation to insurance requirements, approvals under retained apparatus provisions, and indemnity.	
Electricity			
12	Scottish Power Renewables	The Applicant is engaging with Scottish Power Renewables (SPR) extensively in relation to various aspects of the Proposed Project in Suffolk. Recent correspondence from SPR indicated that their legal team has drafted PPs for internal review and these will be issued to the Applicant in due course.	Yes
13	UK Power Networks	The Applicant is engaging with UK Power Networks (UKPN) on an ongoing basis. Having made substantial progress on discussions around the Statement of Common Ground, UKPN has recently confirmed that it will require PPs. It is understood that UKPN will issue draft PPs to the Applicant imminently.	Yes
14	Sizewell C Ltd (offshore)	The Applicant is awaiting feedback from Sizewell C to confirm if PPs are the appropriate mechanism for securing their requirements.	TBC

AP29	Submit a section 127/138 case setting out how the proposed development could proceed without impeding the ability of the Statutory Undertaker, who have objected, carrying out their undertakings for any outstanding objections.	The Applicant will make appropriate applications to the ExA at the relevant deadline.	Deadline 7
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AP30	Provide in writing the oral submission supplied setting out the outcome of Ofgem's decision and its impact on the funding of Sea Link. Update the funding statement as necessary to provide clarity with respect to funding in general and in particular regarding the pre-construction funding allowance.	<p>The Funding Statement has been updated for Deadline 4, a note from the oral submission is provided here;</p> <p>The Applicant has submitted a funding statement setting out the likely level of funding necessary. The Applicant's assertion remains there is a clear intention of how the land will be used and why and appropriate funding available. The regulation and funding of NGET is complex, but in terms of simple principles:</p> <ul style="list-style-type: none"> • NGET directly funds' capital investments in the National Electricity Transmission System (NETS) in England & Wales through a combination of debt, equity and revenue. • The Project Assessment is NGET's application to set an efficient allowance to deliver the Proposed Project, which can then be recovered by National Grid through allowed revenue typically over 45 years. • Consumers and/or Ofgem do not directly fund capital projects. • NGET has a licence obligation to construct Sea Link • Funding is available for Sea Link. NGET has a licence obligation to fund the business and maintain credit worthiness to ensure sufficient funding can be raised to fund investments. 	Deadline 4
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Action No.	ExA Description	Applicant's Response	Deadline
AP31	Provide detail on measures that have been undertaken to ensure compliance with the Equality Act 2010 in engaging with all parties, including affected persons, identified since the Equalities Impact Assessment was undertaken.	A supplemental note is being submitted at Deadline 4 – 9.103 The Equalities Act 2010 Supplemental Note.	Deadline 4

3. Applicant's Response to Action Points arising from Issue Specific Hearing 2

3.1 The Applicant's Response to Action Points Table

Table 3.1 Response to Action Points arising from Issue Specific Hearing 2 (28 to 30 January 2026)

Action No.	ExA Description	Applicant's Response	Deadline
Ecology and Biodiversity			
AP1	<p>National Grid Ventures (NGV) to respond to the following questions relating to horizontal directional drilling (HDD) for Nemo Link:</p> <ul style="list-style-type: none"> provide a brief explanation as to why the decision was taken to switch from a trenchless landfall solution to an open cut solution at the detailed design stage. In particular, whether there were any ground conditions or other constraints that affected this decision? Comment on whether unexploded ordnance was a particular constraint in Pegwell Bay as suggested by Save Minster Marshes [REP1-246]. Share any ground information that NGV has not previously shared with the applicant relating to unexploded ordnance (UXO)/ground conditions. Confirm whether NGV has any plans to undertake further mitigation or enhancement works in Pegwell Bay. Provide any monitoring data relating to the recovery of the intertidal area (benthic ecology and bird foraging) following Nemo Link works. 	To be actioned by National Grid Ventures (NGV)	Deadline 4
AP2	<p>Natural England (NE) was unable to attend the hearing. NE to respond to:</p> <ul style="list-style-type: none"> NE to share any additional data relating to the post implementation phase of Nemo Link or Thanet cable works in Pegwell Bay, for example in terms of changes in benthic ecology or bird foraging. The applicant's comments regarding progress with quantifying the number of red-throated diver impacted by the works in line with NE requirements. 	To be actioned by Natural England	Deadline 4
AP3	<p>Kent County Council (KCC) was unable to attend the hearing. KCC to respond to:</p> <ul style="list-style-type: none"> The applicant's comments in response to Matthew Denny that reptile surveys are unnecessary at the former hoverport site as reptiles would not generally be present on the hardstanding area and would be unlikely to be affected if present in cracks in the hardstanding due to the proposed track reinforcement. 	To be actioned by Kent County Council (KCC)	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
	<ul style="list-style-type: none"> The applicant's comments that wider invasive non-native species control measures are not required to be undertaken by the applicant at the hoverport to offset the wider effects of the works. Provide comment on the approach to non-significant enhancements as outlined in item 3.5.17 of the applicant's DL3 statement of common ground (SoCG) with Dover District Council. The applicant's comments that there are no industry standard metrics relating to the quantity of land required to mitigate for impacts on skylark. 		
AP4	<p>The Royal Society for the Protection of Birds (RSPB) was unable to attend the hearing. The RSPB to respond to:</p> <ul style="list-style-type: none"> The applicant's proposed revision of the Register of Environmental Actions and Commitments (REAC) [REP3-078] wording to commit to a minimum 3 metre (m) high acoustic fence at the proposed HDD compound. The amendment of Suffolk Ecology and Biodiversity chapter [REP1-047] paragraph 2.9.14 to reflect that generators would operate for 6 months rather than 3 years and would therefore not give rise to acid deposition or related air quality effects. The applicant's statement that stage 5 plant is not required to be used at the HDD compound in Suffolk, given the lack of identified air quality impact. The necessary control measures in respect of UXO, if UXO were to be identified at the HDD compound. 	To be actioned by Royal Society for the Protection of Birds (RSPB)	Deadline 4
AP5	<p>The International Union for the Conservation of Nature (IUCN) was unable to attend the hearing. The IUCN to respond to:</p> <ul style="list-style-type: none"> The International Union for the Conservation of Nature's (IUCN) relevant representation (RR) [RR-2128] suggests that it has credible/ up to date documentation regarding connectivity and function of the proposed development site, the River Stour and associated waterways. IUCN to expand on this and share this information. The RR also highlighted the need for adaptive management measures to address the impacts of the proposed development. IUCN to expand on this and explain what those measures should be. The IUCN proposed that a 'proper mitigation hierarchy assessment' accompanied the planning process. IUCN to explain what additional information it considers is required to be submitted to the examination. Is the IUCN able to comment on the potential implications of this project might for the tentative listing of the East Atlantic Flyway as a natural world heritage site. 	To be actioned by International Union for the Conservation of Nature (IUCN)	Deadline 4
AP6	Explain why there is no terrestrial based requirement for trenchless works and draft an equivalent terrestrial provision unless otherwise justified.	The Deemed Marine Licence (DML) at Condition 10 makes provision for trenchless landfall techniques. The DML relates only to licensed activities in the marine environment. Turning then to	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
AP7	Reinsert reference to an intertidal survey in Provision B70 of the REAC [REP3-078] or clarify why this is not required.	<p>the terrestrial environment, the Register of Environmental Actions and Commitments contains the following provisions: W12, LV08, B21, B23, B27, W18, TT05, SE02, GG35, B42, W22, TT08, B62.</p> <p>These pertain to the commitment to trenchless landfall techniques and adjacent considerations. Hence the Applicant is of the view that these together offer an equivalent terrestrial provision.</p> <p>B70 as originally drafted which related to access routes across the intertidal mudflats in Pegwell Bay was removed at Deadline 3 Application Document 9.73 Applicant's Responses to First Written Question [REP3-069] in response to ExQ1 ECOL32: <i>REAC provision B67 – impact on saltmarshes Provision B67 of the REAC [CR1-043] requires confirmation of an access route across the intertidal area to be defined post consent and informed by surveys. No reference is made to consent or approvals from KWT or NE, should it? The ExA notes that B67 seems to overlap with provision B70, can the two provisions be merged?</i></p> <p>In response to this question, Provision B70 was merged with Provision B67, with B67 remaining and B70 removed.</p> <p>In response to ExQ1 ECOL6 Application Document 9.73 Applicant's Responses to First Written Question [REP3-069] the Applicant added a new commitment (provision) to Application Document 9.84 Register of Environmental Actions and Commitments (REAC) [REP3-078] under Ecology and Biodiversity to consult NE, KWT and TDC over specific access route through the hoverport. Due to the sequential nature of the numbering in the REAC [REP3-079], this commitment was added as B70, replacing the previous commitment which related to access across the intertidal mudflats which was deleted due to duplication with B67.</p> <p>The change in wording of the B70 commitment is clearly shown in the Tracked version of Application Document 9.84 Register of Environmental Actions and Commitments (REAC) [REP3-079]. Given B70 now relates specifically to the hoverport and applies to onshore ecology (above mean high water spring) there is no requirement to include an intertidal survey in this provision. A provision for completing a saltmarsh habitat survey (intertidal area) is included in B67 and does not need to be replicated in B70.</p>	Deadline 4
AP8	Comment on Natural England's [REP3A-028] suggestion that a second marine licence would be required for vehicle activity in the intertidal environment.	<p>The Applicant is stating its current position for information and to assist the ExA.</p> <p>The Applicant disagrees that a second marine licence is required for vehicle activity in the intertidal environment.</p> <p>The use of the intertidal area for construction access has been fully assessed as part of the main application. Findings from the assessment are presented in the following documents:</p> <ul style="list-style-type: none"> • Application Document 6.2.4.1 (D) Part 4 Marine Chapter 1 Physical Environment [REP3-020]. • Application Document 6.2.4.2 (C) Part 4 Marine Chapter 2 Benthic Ecology [REP1-053]. • Application Document 6.2.4.5 (C) Environmental Statement Part 4 Marine Chapter 5 Marine Ornithology [REP2-003]. • Application Document 6.2.4.6 (C) Part 4 Marine Chapter 6 Marine Archaeology [REP2-005]. • Application Document 6.6 (E) Habitats Regulations Assessment Report [REP3-028]. <p>It was concluded in all assessments that there would be no significant adverse effects on any receptors within Pegwell Bay.</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		Based on these conclusions and the fact that potential impacts of the use of the mudflats for construction access have already been assessed, there is no requirement for any further assessment of this activity under a second marine licence.	
AP9	Provide additional detail regarding the hoverport construction access route width and whether/ what type of fencing the route and the order limits would need.	The construction access would be typically 7m wide to enable the two-way movement of vehicles. Provision B66 within the REAC [REP3-078] outlines the process by which the access route will be selected, where required this could include the reduction in width of the access. Fencing would be Heras or similar to segregate the construction vehicles from pedestrians and adjacent sensitive habitat; crossing points shall be provided to allow pedestrians to cross the construction access safely. All equipment movements will be accompanied by a dedicated banksman to ensure public safety when the public utilise the crossing points.	Deadline 4
AP10	Provision GG06 of the REAC [REP3-078] should be revised to include reference to carrying out a precondition structural survey at the hoverport.	The Applicant will include the Hoverport in the highway condition surveys outlined within section 7.4.7 of Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent (CTMTP) [APP-338]	Deadline 4
AP11	Provide details of any construction compounds and parking needed at the hoverport or provide wording for a requirement or REAC measure to preclude use of the hoverport for these purposes.	The Applicant will add the following provision to the REAC. The hoverport shall not be used as a construction compound or for the parking of vehicles; the hoverport will only be used for the transversing and offloading of staff, plant and equipment only. Works on the hoverport would be limited to that required to remediate the surface if agreed with KCC and the provision of fencing or other barriers to provide the safe passage of pedestrians and vehicles.	Deadline 4
AP12	Update REAC provision B23 [REP3-078] to reference a minimum 3m fence height, or greater where the noise assessments undertaken at detailed design stage indicate that a taller fence would be appropriate.	The Applicant will update commitment B23 to read ' <i>At the trenchless compound, minimum 3 m high fencing...</i> ' in the version of Application Document 9.84 Register of Environmental Actions and Commitments (REAC) [REP3-079] to be submitted at the next appropriate deadline.	Deadline 4
AP13	Update REAC provision B23 [REP3-078] to include a commitment to adaptive management at the HDD compound to address potential breaches in thresholds.	The Applicant will update commitment B23 to read 'Noise monitoring would be included adjacent to Sandlings SPA and Leiston-Aldeburgh SSSI to confirm the mitigation measures met the required noise thresholds <u>and trigger the introduction of further measures if required</u> ' in Application Document 9.84 Register of Environmental Actions and Commitments (REAC)[REP3-078] to be submitted at the next appropriate deadline.	Deadline 4
AP14	Amend paragraph 2.9.14 of the Suffolk Ecology and Biodiversity chapter [REP1-047] which currently suggests that HDD generators would operate for "up to 3 years" to reflect the 6 month construction period.	The wording in paragraph 2.9.14 has been amended within Application Document 6.2.2.2 (D) Part 2 Suffolk Chapter 2 Ecology and Biodiversity submitted at Deadline 4, to clarify that the HDD compound would be operational for six months rather than three years.	Deadline 4
AP15	Confirm whether reference to construction vehicles using Suffolk Access S-BM13 off Thorpe Road in the Construction Traffic Management Plan [CR1-041] is correct. The ExA understands that the applicant has committed that no vehicles would access the beach (except in a limited number of cases in the event of frac-out).	Suffolk Access S-BM13 has been included for the following purposes with further explanation below: <ul style="list-style-type: none"> In the unlikely event of a drilling fluid breakout between Thorpe Road and the shoreline, for delivery of equipment to the area between the shingle habitat and Thorpe Road to facilitate clean up and removal of fluid pumped from the shingle habitat or the beach. The equipment will be hand carried across the shingle habitat. Vehicles will not cross the shingle habitat as given in commitment B60 in the REAC [REP3-078]. To provide vehicle access for HDD personnel to monitor the ground above the HDD for drilling fluid breakout during drilling. As in the point above, there will be no vehicle access across the shingle habitat. 	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<p>While the Construction Traffic Management Plan [CR1-041] does include S-BM13 (Thorpe Road) as an access point, it was only intended for a very low number of vehicles for the purpose of allowing access for visual monitoring above the line of the HDD during drilling and in the unexpected scenario of drilling fluid breakout, for delivering equipment and personnel to the location for clean up of the fluid.</p> <p>Application document 6.3.2.7.G ES Appendix 2.7.G Traffic Flow Diagrams [APP-128] shows a worst case with Overall Daily Peak Traffic over a 12hr Weekday of 5 movements in and 5 movements out, none of which are HGVs.</p> <p>Application Document 7.5.3.2 (B) CEMP Appendix B Register of Environmental Actions and Commitments (REAC) [REP3-078] states in Commitment B60 that "There will be no vehicle access to shingle habitats." The beach is separated from Thorpe Road by the shingle habitat, so therefore there will be no vehicles accessing the beach from S-BM13 (Thorpe Road).</p>	
AP16	Clarify how UXO impacts on the Sandlings Special Protection Area (SPA) and Leiston- Aldeburgh Site of Special Scientific Interest (SSSI) would be managed in the event that they were found at the HDD compound and in shallow drilling. Update management plans and/or UXO risk management accordingly.	<p>The methods referred to in the answer to ExA question 1GH1 within document. (REP3-070) would apply at this location. Within the Sandlings Special Protection Area (SPA) and Leiston-Aldeburgh Site of Special Scientific Interest (SSSI) the drill depth will be below the maximum bomb penetration depth therefore there will be no UXO removal required. Should a UXO be found during surveys before starting work in site at the HDD Compound or in the area of the shallower HDD outside the SSSI, the relevant Statutory bodies will be consulted on the approach to removal. This work already aligns with the UXO plans for the rest of the project therefore there is no need to update any management plans.</p>	Deadline 4
AP17	Provide clarification regarding measures that have been required by Natural England to mitigate the impact of ground investigations within the designated sites in Kent and Suffolk in the event that mitigation is required to be secured for further ground investigations in designated sites.	<p><u>Suffolk</u></p> <p>Surveys have previously been undertaken in the Leiston-Aldeburgh SSSI.</p> <p>In this location, the principal mitigation measure required for Ground Investigation (GI) within the SSSI was to restrict GI works to the month of September to avoid the nesting season and the majority of the non-breeding season, therefore limiting the disturbance to bird species within the SSSI and RSPB Reserve. This was agreed with Natural England and the RSPB Site Warden. The RSPB Site Warden was consulted regarding the potential for the works to extend into the beginning of October should there be an unforeseen circumstance which results in a delay to the completion of the fieldworks. The RSPB Site Warden indicated that this should not be a problem if the works were already underway and, should delays occur, the borehole would only require a few additional days in October to complete. The precise location of individual boreholes was also agreed with the RSPB Site Warden, and backfilling and restoration of boreholes adhered to the Environment Agency document 'Good practice for decommissioning redundant boreholes and wells' (October 2012). It should be noted that there are no current proposals for further GI works within Leiston-Aldeburgh SSSI.</p> <p>In relation to the pre-commencement non-intrusive UXO surveys planned for 2026, the Applicant recognises the general Natural England and RSPB preference for drone surveys to be undertaken in August / September, when the area is less sensitive for nesting and wintering birds. Any such survey is expected to take approximately one week and would cover both the HDD launch pit and the HDD route across the RSPB reserve. Although the HDD itself would be at sufficient depth to mitigate UXO risk, the survey is required across the RSPB reserve to inform the tie-in to the offshore cable exit locations. No vegetation removal will be necessary. If a drone survey is not possible or appropriate, an on-the-ground walked survey can be undertaken as an alternative. The survey approach will be agreed through the SSSI Assent process with Natural England, who will only issue Assent where the works can be undertaken without causing significant disturbance or harm to the SSSI.</p> <p><u>Kent</u></p> <p>Intertidal surveys will be required within the designated sites in Pegwell Bay.</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
AP18	Respond to ExA comments on the potential to remove ancient and veteran trees due to the conflicting controls in Article 51 and REAC provisions A02 and A05 and update wording to address issues unless otherwise justified.	<p>As noted in Application Document 9.72.2 Applicant's Response to Issue Specific Hearing 1 Action Points [REP1A-037] in response to AP19 some pre-construction marine surveys will be consented separately and are therefore not covered or assessed in the ES.</p> <p>These include additional landfall ground investigations at the Kent Landfall. This is standard practice for some pre-construction preparatory surveys to provide flexibility around the timing of the surveys. These activities (as defined by the MMO) fall under categories of small, localised, temporary nature, of low/no impact, to be carried out in isolation from the main body of project works, therefore not contributing to any cumulative impact.</p> <p>Ground investigations in Pegwell Bay would be covered by a self-service marine licence given they are classified by the MMO as low-risk activities due to their localised scale and temporary extent. Given that these activities do not have the potential for any significant effects, no additional mitigation will be required.</p> <p>However, acknowledging that Pegwell Bay is subject to several nature conversation designation e.g. Thanet Coast and Sandwich Bay Ramsar, Sandwich Bay to Hacklinge Marches SSSI, Sandwich & Pegwell NNR, Sandwich Bay SAC and Thanet Coast & Sandwich Bay SPA, any self-service marine licence application will need to be prepared in consultation with Natural England. SSSI Assent will also be required.</p> <p>The ground investigations will be distributed at the planned trenchless technique exit locations and 50 to 75 m inshore of the exit points, noting for Pegwell Bay this would be 30 – 55 m east of the saltmarsh.</p> <p>In relation to the pre-commencement non-intrusive UXO surveys planned for 2026, the Applicant recognises the Natural England preference for drone surveys to be undertaken in Spring / Summer, when the area is less sensitive for nesting and wintering birds. Any such survey is expected to take approximately 19 days and would cover both the HDD launch pit and the HDD route across the intertidal zone. Although the HDD itself would be at sufficient depth to mitigate UXO risk, the survey is required to inform the tie-in to the offshore cable exit locations. No vegetation removal will be necessary. If a drone survey is not possible or appropriate, an on-the-ground walked survey can be undertaken as an alternative. The survey approach will be agreed through the SSSI Assent process with Natural England, who will only issue Assent where the works can be undertaken without causing significant disturbance or harm to the SSSI. The survey approach would also be agreed with Kent Wildlife Trust will need to issue a permit ahead of the surveys being undertaken.</p>	Deadline 4
		<p>There is an explicit commitment (A05) to not fell veteran or ancient trees in Application Document 9.84 Register of Environmental Actions and Commitments (REAC) [REP3-078]. Schedule 3 to Application Document 3.1(F) Draft Development Consent Order [REP3-006] secures the REAC, which contains the commitments in respect of ancient and veteran trees. Application Document 9.84 Register of Environmental Actions and Commitments (REAC) [REP3-078] also contains commitment A02 which addresses dangerous trees (where they pose a safety risk to the infrastructure) constructed as part of the Proposed Project). That commitment makes clear the approach of checks, remedial works, and monitoring. It does not seek to supersede A05, and Article 51 remains subject to A05. However the concern raised pertains to remedial works to an ancient / veteran tree.</p> <p>The Applicant notes that an Arboricultural Method Statement (AMS) required pursuant to Requirement 8, Schedule 3, would detail the final extent of tree loss, retention and pruning and this document will require approval by the relevant planning authority prior to the commencement of any part of the authorised development. This gives control to the planning authorities over the final extent of tree loss, pruning and retention. In addition 8. (4) secures the requirement for further planning authority approval should there be any changes to the AMS.</p> <p>Protection of veteran/ancient trees is further secured via 8. (2) (c) which requires an auditable system of compliance. This would likely be secured via Arboricultural Site Monitoring (frequency</p>	

Action No.	ExA Description	Applicant's Response	Deadline
AP19	Provide clarification regarding item 3.5.17 [REP3-036] in the Dover District Council SoCG. This should explain which habitat creation measures would be considered non-significant enhancements and therefore not subject to 30 years monitoring and which habitat creation measures would be subject to legal agreement. The clarification should address any implications for the applicant's Biodiversity Net Gain assessments.	<p>of visits to be determined with the relevant planning authority, but visits are generally undertaken by an Arboriculturist once a month) which is generally followed up with a technical note that is issued to the relevant planning authority to evidence compliance with the AMS.</p> <p>The Applicant therefore maintains the position that no amendment to Article 51 is necessary, as sufficient controls already apply through the management plans.</p> <p>In respect of the REAC, the Applicant is considering the need for additional wording in A02 to address the potential situation of conflict with A05, and will include that in the next draft of Application Document 9.84 Register of Environmental Actions and Commitments (REAC) [REP3-078].</p> <p>Significant enhancements are defined within UK Government guidance (Make on-site biodiversity gains as a developer - GOV.UK) as <i>“Significant enhancements are areas of habitat enhancement which contribute significantly to the proposed development’s BNG, relative to the biodiversity value before development.”</i></p> <p>What counts as a significant enhancement varies depending on the scale of the development and baseline habitats.</p> <p>Significant enhancements would normally include:</p> <ul style="list-style-type: none"> • Habitats of medium distinctiveness; • habitats of low distinctiveness which create a large number of units relative to the biodiversity value of the site before development; • habitat creation or enhancement where distinctiveness is increased relative to the distinctiveness of the habitat before development; • areas of habitat creation or enhancement which are significant in area relative to the size of the development; and • enhancements to habitat condition, for example from poor or moderate to good. <p>These examples do not provide definitive categories for which significant enhancements would fall into and are open to interpretation and to be applied to the specific circumstances of the project.</p> <p>As stated in paragraph 2.3.16 of Application Document 9.12 (C) Biodiversity Net Gain Feasibility Report [REP1A-025] <i>“It is assumed that any habitat to be re-instated post-development outside of the converter station locations will be returned to the landowner following the re-instatement period of the habitat. It is assumed that the reinstated habitats will be returned to their baseline condition and thereafter managed as they were prior to the Proposed Project. However, it is also assumed that the management of these habitats will not be secured for a 30-year period but as the habitats are common and widespread habitats within the agricultural landscape it is anticipated that achieving target condition and habitat type is feasible.”</i> As such, habitats that are to be reinstated back to the baseline habitat type, for the purpose of categorising significant and non-significant enhancements are to be treated as retained habitat and classified as non-significant as per UK Government guidance which states <i>“Retention of existing habitat does not count as an on-site enhancement.”</i></p> <p>At this stage in the project the proposed habitat creation and enhancement measures are subject to change at detailed design, as such it is not possible to provide detail on specific areas of habitat that are to be classed as significant enhancement. The Applicant can confirm that areas of created and enhanced habitat types located at the converter stations (i.e land under the ownership of the Applicant, where it would not be disturbed by future development or maintenance activities) that are of medium distinctiveness or higher or where the proposal is to enhance habitats to a higher condition than the baseline is likely to be classified as a significant enhancement as it will fall into the following categories of the significant enhancement guidance:</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<ul style="list-style-type: none"> Habitats of medium distinctiveness Enhancements to habitat condition, for example from poor or moderate to good. <p>Further details setting out which enhancements are considered significant will be presented at detailed design once the landscaping and BNG delivery proposals are fixed.</p> <p>It is not anticipated that there will be any implications on the submitted BNG assessment presented in Application Document 9.12 (C) Biodiversity Net Gain Feasibility Report [REP1A-025]</p>	
Ornithology			
AP20	REAC provision B45 [REP3-078] states that works to install the pylons either side of Sandwich Bay to Hacklinge Marshes SSSI will not cover the whole breeding season (March to September included) but will either take place outside the breeding season or only occupy approx. 2 months of the breeding season. Given that works could occur in the core breeding season, explain how this provision can be relied on to avoid likely significant effects on breeding birds.	The Applicant has agreed a 60 dB LAmax threshold for significant disturbance with Natural England, which will be applied to the SSSI during the breeding season at set out in commitment B45. That commitment ensures that pylon installation works that will exceed that threshold (i.e. disturbing works) will not occur during the March to September period. Works that will not elevate noise levels above 60 dB LAmax at the SSSI do not require a prohibition during the nesting season since no significant disturbance will arise. However, the restriction in B45 on pylon base installation adjacent to the SSSI to a maximum two-month window in the nesting season will minimise the duration of activities during that period, even though the works concerned would not breach the 60 dB LAmax disturbance threshold.	Deadline 4
AP21	Provide commentary, or where relevant an updated habitats regulations assessment, to address the implications of moving the cable works in Pegwell Bay to their southern extent within the limits of deviation. In particular, address the implications for sensitive roosting and foraging areas.	<p>The Applicant can confirm that the assessment of disturbance to roosting and feeding waterbirds presented in Application Document 6.2.4.5 (C) Environmental Statement Part 4 Marine Chapter 5 Marine Ornithology [REP2-003] and the Application Document 6.6 (E) Habitats Regulations Assessment Report [REP3-028] has considered a worst case scenario of the cable pull in works occurring anywhere within the limits of deviation shown on Figure 6.4.4.5.8 in Application Document 6.4.4.5 (D) Environmental Statement Figures Marine Ornithology submitted at Deadline 4 (depicted as the area hashed) with the modelled noise attenuation taken from the perimeter of the limits of deviation.</p> <p>The assessment concluded that there would be no significant effects on roosting and feeding waterbirds due to disturbance from cable installation activities. No further assessment is required in terms of HRA.</p>	Deadline 4
AP22	Provide quantified information relating to the effect of vessel movements on Red-Throated Diver of the Outer Thames Estuary as requested by Natural England. Update the habitats regulations assessment as necessary and where adverse effects on integrity cannot be ruled out through the further information and discussions with Natural England, provide a derogation case in respect of pre-lay grapnel works and maintenance activity effects on Red-Throated Diver.	<p>The Applicant is continuing to engage with Natural England regarding vessel movements for the pre-lay grapnel run and maintenance activities and a quantitative assessment for Red-Throated Diver (RTD). The Applicant would re-iterate that these activities will only involve a very limited number of vessel movements for a short duration of time and considers that further information can be provided to demonstrate no adverse effects on integrity on the Outer Thames Estuary Special Protection Area (SPA) and that a derogation case for these activities is not required.</p> <p>For clarity:</p> <ul style="list-style-type: none"> Pre-lay grapnel run (PLGR) is likely to take approximately 14 days to survey the entire route on a single transit. Approximately 50% of the cable route (56 km) passes through the OTE SPA. Therefore, the duration of PLGR transit within the OTE SPA will be approximately 7 days with the vessel continuously moving. PLGR involves one vessel towing a 'grapnel' and potentially a support vessel/guard vessel (working as a single cluster) moving at very slow speeds of approximately 1 to 1.5 knots. In terms of vessel speeds and presence in an area PLGR activities is not dissimilar to commercial fisheries activities which occur regularly within the OTE SPA. As set out in Application Document 7.8 Red Throated Diver Protocol [APP-361] the Applicant has committed to using existing shipping routes for vessels transiting to and from operations and to prepare, in consultation with Natural England, a Vessel 	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
AP23	Confirm likely vessel numbers required for operation and maintenance by reference to similar cable operations in the marine	<p>Management Plan to further minimise the potential for any disturbance to the Red-Throated Diver feature of the OTE SPA.</p> <p><u>Proposed activities in context of baseline vessel movements</u></p> <p>The cable corridor intercepts the OTE SPA at two separate points, one along the northern section of the cable corridor (KP1 to KP27) and the second along the central section (KP54 to KP83). These two sections also correspond to key areas that have been identified by several of the shipping and navigation stakeholders as being of significant international importance for vessels accessing several of the UK's largest ports and harbours which is reflected by the existing high intensity of vessel traffic in the immediate vicinity of the cable corridor.</p> <p>Existing shipping routes and associated vessel traffic levels in these areas are illustrated in Application Document 6.4.4.7.A (B) Environmental Statement Figures Marine Navigational Risk Assessment Part 1 of 2 [REP1-069] – Figure 6.4.4.7.A.9.</p> <p>The central section of the cable corridor within the OTE SPA (KP54 to KP83) corresponds with the section of the cable corridor that runs between the Sunk (to the north) and key areas of interest, including the North East Spit, that have been identified by Port of London Authority (PLA) as being critical for all current and future London Port shipping operations. These areas are illustrated in Application Document 9.74 Shipping and Navigation Under-Keel Clearance Marine Engineering Technical Note [REP1A-038] - Plate 2.1 Stakeholder areas of interest with regard to under-keel clearance due to their significant importance for shipping.</p> <p>There is also a northern high intensity shipping route into the Harwich Haven Authority Area and Port of Felixstowe which passes through the OTE SPA and intercepts the northern part of the cable corridor at around KP15. Major shipping routes also pass to the east and south of section of cable corridor between KP15 and KP27 (also located within the OTE SPA).</p> <p>Taking into account the existing high levels of vessel traffic that are present along the majority of the cable corridor (100's of vessels per day including large cargo vessels), the Applicant maintains it position there is no potential for additional one-off, short duration (days), single activities such as PLGR and geophysical surveys which involve a limited number (one operations vessel and support/guard vessels) of slow moving vessels, to cause significant disturbance to RTD at a level that would result in a significant effect (EIA) or that would trigger an adverse effect on the RTD distribution within the OTE SPA either alone or in-combination with other projects and activities (HRA).</p> <p>It is also important to draw a clear distinction between this Proposed Project which is a subsea cable (one single trench for a bundled cable) and offshore wind farm developments in the area which have a much wider installation corridor to install multiple export cables and have scheduled maintenance activities. The vessel movements associated with this Proposed Project comprise single activities which are short term and limited to the extent of the cable route. The number of vessels involved in the various activities are also limited. For most activities, vessel number will be no more than three/four vessels per activity making single transits. These vessel numbers and associated vessel movements are substantially lower than vessel movements and numbers associated with offshore wind farms where there is daily / weekly transiting of vessel to and from the site for several years. Most of the pre-installation and installation activities will also occur sequentially, due to the nature of the works, unlike offshore wind farm projects where several activities can occur concurrently.</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
	environment and provide additional evidence regarding likely maintenance duration periods.	<p>repairs would only be required where unforeseen damage has occurred or remedial works are required to maintain depth of burial.</p> <p>All operational monitoring of the cable system will be as described in Application Document 9.92 Cable Specification and Installation Plan submitted at Deadline 4. There will be no requirement for offshore vessels to undertake regular monitoring, with a focus on the reliance of the land based Digital Temperature and Acoustic Sensing (DTAS) monitoring (linked to the fiber optic cable), to indicate any localised lengths along the cable link where damage may have occurred and repairs would be required. Repair events are typically rare occurrences.</p> <p>Application Document 6.2.1.4 (D) Part 1 Introduction Chapter 4 Description of the Proposed Project [REP1A-003] identifies a potential requirement for five repairs over the 40 - 60 year lifespan of the Project, with the Proposed Project designed to minimise the risk of these occurring. As the Proposed Project is inherently designed not to require regular maintenance (through achieving target depth of lowering), can be monitored during operation remotely, without the requirement for offshore vessels and would not typically expect frequent repairs (due to suitable routing and best practice installation), the Applicant maintains that there would be no significant adverse effects on Red-throated Diver distribution within the Outer Thames Estuary SPA during the operation of the Scheme.</p>	
AP24	Provide a specification for bird diverters to demonstrate that they are able to function throughout the entire night period. The applicant should demonstrate how this functionality is secured through the draft Development Consent Order (dDCO) or control documents.	<p>It is confirmed that reflective diverters are available that function for 24hrs and thus throughout the night. For example, the manufacturer's website for the Power Line Sentry Bird Flight Diverter states that it <i>'uses both black to contrast with the sky, reflective yellow to contrast with trees and the ground during the day, and '24-hour glow-in-the-dark white to identify the line in low light conditions or darkness'</i> and that <i>'the Power Line Sentry Bird Flight Diverter has a white stripe that features phosphor additives that absorb and emit light radiation for 24-hour rated glow-in-the-dark'</i> (Power Line Sentry). Another example is the Afterglow Bird Flight Diverter which involves a <i>'white perforated plastic containing glow in the dark natural crystals which absorb and emit purple ultraviolet light. The roundel is visible to the birds day and night as violet but appears as white plastic to humans. The glow in the dark natural crystals contained in the plastic will emit absorbed UV energy for 10 - 12 hours after dark'</i> (Afterglow Bird Flight Diverter Clydesdale).</p> <p>The Applicant considers that adequate functionality is already secured in REAC measure B55, which states that there will be <i>'Bird diverters on new section of overhead line, which are visible in low light conditions. It is considered that in the context of the Kent Onshore Scheme and species involved, that hanging deflectors, especially those with fluorescent markings offer the best solution to making the lines visible in adverse weather or low light conditions'</i>. The Applicant does not consider it necessary to specify nighttime but only that the deflectors should be visible during low light conditions, as this covers both the night period and low light daytime conditions (e.g. low-lying mist/fog) and a range of manufactures. It should be noted that the specific manufacture of diverters to be used will be determined following National Grid technical approval, since all items that are fitted to the National Grid overhead powerline network must undergo a type registration process to ensure they do not endanger the system.</p> <p>It should also be noted that, as per paragraph 2.9.176 of document 6.2.3.2 (D) Part 3 Kent Chapter 2 Ecology and Biodiversity (REP1-049), following the collision risk assessment <i>'It is therefore considered that even without any mitigation there would be a minor adverse impact which on Internationally and Nationally important sites would result in a minor adverse effect that is not significant'</i>. The deflectors are therefore not mitigation on which the conclusion of no likely significant effect is reliant but have been included to further minimise any risk.</p>	Deadline 4
AP25	<p>Applicant to respond to hearings questions deferred to action points:</p> <ul style="list-style-type: none"> Briefly explain what the primary mortality factors are for bird collisions. Is it the physical collision with infrastructure or is it electrical shock? Explain whether the earth wire is a specific collision risk? 	<p>Mortality can generally occur in two ways:</p> <ul style="list-style-type: none"> Collision mortality occurs when a bird flies into a transmission OHL and is killed either from the impact with the line, from hitting the ground, or from injuries sustained in the process; and 	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
	<ul style="list-style-type: none"> What proportion of the bird species identified in the vantage point surveys as regularly commuting up and down stream are likely to fly through the area proposed for the overhead line crossing. 	<ul style="list-style-type: none"> Birds can be electrocuted by causing a short circuit, either by touching two live wires, or a live and an earthed component. Electrocution is more of a problem on distribution lines where air gaps between live components are smaller, so is unlikely to occur from the Proposed Overhead Line. <p>Earth wires are considered to be responsible for a much higher rate of collisions than the thicker, often bundled conductor wires. Earth wires are thought to be harder for birds to see, being thinner in diameter and typically positioned at the top of the wire array. Birds trying to gain height to avoid the larger more visible conductor wires may fail to see the earth wire.</p> <p>With regard to the proportion of the bird species identified as regularly commuting up and down stream and likely to fly through the area proposed for the overhead line crossing; with reference to Appendix C: Collision Risk Assessment of the Application Document 6.6.(E) Habitats Regulations Assessment Report [REP3-028], the Applicant would signpost the following:</p> <ul style="list-style-type: none"> Appendix Table C.1 summarises the target bird species recorded during surveys, along with the number of flights recorded by each species and the total number of individuals of each species involved, irrespective of the direction of the flight and likelihood to interact with the proposed Overhead Line route; Appendix Table C.2 provides a contextual overview of how the most frequently recorded target bird species were observed using the survey area and the types of flights that were made, including the species which were following the path of the River Stour; and <p>Appendix Table C.3 then presents the flights observed occurring at a potential risk height, with the proportion of these which are directly expected to potentially interact with the Overhead Line route, i.e., the observed flights were recorded crossing the route of the proposed Overhead Line, typically as movements along the River Stour.</p>	
AP26	<p>NE to respond to:</p> <ul style="list-style-type: none"> The applicant's statement that birds tend to divert up and over overhead lines rather than seeking to turn away from them. 	To be actioned by Natural England	Deadline 4
Benthic Ecology			
AP27	<p>Would the applicant be prepared to commit to a type of cable protection that is most easily removable at decommissioning?</p>	<p>External rock protection needs to provide a strong protective cover to protect the cables from external threats, such as potential interactions with other marine activities including anchoring and fishing, whilst ensuring the stability of the cables, by shielding the cable from the currents. When considering external cable protection, the safety of other sea users must also factor into the design and materials used, for instance, reducing the likelihood of snagging from fishing gear. The Applicant can confirm that the types of rock protection used for the Proposed Project are presented in further detail within Application Document 9.92 Outline Cable Specification and Installation Plan [TBC] submitted at Deadline 4.</p> <p>The confirmed approach to decommissioning for the Proposed Project will be detailed within the final Offshore Decommissioning Plan submitted to the Secretary of State for approval approximately 2 years prior to decommissioning commencing. This will be subject to agreement with the relevant authorities based on further and more refined surveys and assessments performed prior to decommissioning in line with the relevant legislation and guidance in place at that time.</p> <p>The approach will be based on an assessment of relative net environmental benefit, taking into consideration the in situ ecological value of the offshore components alongside other factors such as navigational safety, available technology and the feasibility of recycling. With this in mind, at</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
AP28	Provide some indication in map/plan form where cable protection would likely be required for the offshore works.	<p>this stage the Applicant is unable to commit to using cable protection that is most easily removable at decommissioning.</p> <p>The Applicant can confirm that Application Document 9.93 Offshore Decommissioning Technical Note [TBC] has been submitted at Deadline 4.</p> <p>The Applicant can confirm that a map presenting the areas of planned rock protection offshore for the Proposed Project is presented within Application Document 9.92 Outline Cable Specification and Installation Plan [TBC] submitted at Deadline 4, and also Application Document 6.4.4.2 (B) Environmental Statement Figures Marine Benthic Ecology (Clean) [REP1-067] previously submitted.</p> <p>Further details on the cable protection requirements are outlined in Application Document: 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project [REP1A-003]. For clarity, the requirements are summarized as follows:</p> <ul style="list-style-type: none"> • Rock Backfill in High-Risk Areas (KP 38 to KP 58, and KP 81.5 to KP): Locations are shown in documents described above. • Natural Backfill Outside High-Risk Areas (82 km): This applies to the entire route except for high-risk areas • Cable Protection Structures at Crossings: Includes pre - and post-lay rock placement and/or concrete mattresses. Locations are detailed in Application Document 6.2.1.4, Tables 4.18 and 4.19 [REP1A-003] and shown in Application Document 2.14.3: Indicative General Arrangements Plans – Offshore [CR1-026]. <p>Remedial Rock within the Trench or Low Height Berm: Used where the natural backfill rate is too slow, the target depth of lowering is not achieved, or through cable exposure during operation. This applies to the entire route except for high-risk areas. Precise locations are unknown but expected to be minimal.</p> <p>The Applicant can confirm that cable lowering below seabed is the primary method of cable protection. It is in the Applicant's interest to ensure the cable is appropriately protected. The Applicant's CBRA [PDA-039] assesses the risks to the cable and informs the cable protection strategy and the Cable Specification and Installation Plan (CSIP) will set out how the works will be carried out ensuring compliance with the requirements of the DCO.</p> <p>Remedial rock protection is contingency, to be used when all other options to bury the cable are exhausted. The remedial rock protection identified within the Proposed maximum design scenario (MDS) is conservative and based on worst case assumptions that it could be required anywhere along the route (15% of non-high-risk length (excluding trenchless solutions at landfall)), and our environmental assessment has considered worst case assumption within its relevant chapters.</p> <p>As has been set out in Application Document 6.2.4.1 (D) Part 4 Marine Chapter 1 Physical Environment [TBC], the assessment is based on the MDS approach where impacts of cable protection on sediment transport processes and longshore drift have been assessed, assuming that remedial rock protection may be required at any location along the 82 km section of low-risk part of the cable route.</p> <p>Identifying specific locations as is being requested by Natural England will not change the conclusions from the assessment that has been completed, which concludes that due to the low lying nature of the protection (berm with maximum height of 1 m) and limited spatial extent (one cable trench), and based on regional sediment transport processes that are dominant in the area, there is no potential for any significant effects.</p> <p>The approach that has been taken to the assessment based on application of the MDS is consistent with standard practice and is proportionate for the nature and scale of the development that is proposed.</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
AP29	Confirm who would sign off approval of a submitted benthic mitigation plan and its proposed mitigation. How would the approval of a benthic mitigation plan and its implementation be secured?	<p>Furthermore, the Applicant has already taken steps at the project design stage to avoid routing through any sites that are designated for benthic and sediment features, further reducing the potential for any impacts on these sites and associated protected features of these sites.</p> <p>The Applicant can confirm that the MMO would sign off approval of a submitted Benthic Mitigation Plan if required. However, as set out in Application Document 9.34.1 (B) Applicant's Detailed Responses to the Relevant Representations identified by the ExA [REP2-013], given that no significant impacts on benthic ecology have been identified (Application Document 6.2.4.2 (C) Part 4 Marine Chapter 2 Benthic Ecology [TBC]) and that there are no significant data gaps and uncertainties, there is no requirement to identify any additional mitigation for benthic ecology. As such, there is no mitigation for which a Benthic Mitigation Plan can be developed at this stage.</p> <ul style="list-style-type: none"> • Within Application Document 9.84 Register of Environmental Actions and Commitments (REAC) [REP3-078] the Applicant has however made the following commitment: <p>BE05: Where benthic habitats of principal importance (qualifying as Annex 1 or NERC) are identified during pre-construction surveys (engineering surveys and UXO) and there is potential for an impact on these habitats, National Grid will prepare a Benthic Mitigation Plan, in consultation with the MMO and SNCBs.</p> <p>The Applicant can confirm that our current approach to Pre-Construction Surveys and Post – Installation Monitoring to determine the ‘as built’ status of the cable is detailed within the Application Document 9.92 Outline Cable Specification and Installation Plan [TBC] submitted at Deadline 4 which would be secured within the Deemed Marine Licence. The Applicant can also confirm that our current approach to pre-construction surveys and post - installation monitoring is also outlined within Application Document 9.92 Outline Cable Specification and Installation Plan.</p>	Deadline 4
AP30	Would the scope and methods used for the offshore pre-construction surveys be agreed with the Marine Management Organisation (MMO) and/or NE prior to their undertaking? How would this be secured?	<p>The Applicant can confirm that full Offshore Environmental Surveys have been conducted across the route in 2021 as reported in Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) [APP-196] and 2024 as reported in Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys) [APP-197] to ensure that sufficient baseline benthic data was used and assessed within Application Document 6.2.4.2 (D) Part 4 Marine Chapter 2 Benthic Ecology which has been updated and submitted at Deadline 4.</p> <p>The Applicant can confirm that additional seabed surveys would be carried out prior to installation for engineering and design purposes to reconfirm existing information about seabed conditions, bathymetry, ground conditions, and other seabed features. This is presented within Application Document 9.92 Outline Cable Specification and Installation Plan submitted at Deadline 4, and likely methods include:</p> <ul style="list-style-type: none"> • Bathymetry: Multi-Beam and Single Beam Echo Sounders (MBES and SBES) • Side Scan Sonar (SSS): Mapping of the seabed surface and identification of sediment types. Obstacles lying on the seabed, • Sub-Bottom Profiling (SBP): Directing a pulse of acoustic energy into the seabed and using reflections from the sub-surface geology to assess the thickness, stratification, and nature of the seabed sediments. <p>Magnetometer/Gradiometer: Passively detect magnetic anomalies compared to the earth's magnetic field.</p> <p>Benthic Ecology: Drop Down Video or Remotely Operated Vehicle (ROV) mounted cameras to confirm the locations and extents of sensitive benthic habitats or features. This would inform</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<p>micro-routeing of submarine cable systems to avoid or minimise interactions with these features in so far as practicable.</p> <p>Geotechnical: Vibrocore and Cone Penetration Test (CPT) samples may be obtained to inform engineering method decisions, micro-routeing and installation tool selection at specific locations. Visual inspection by ROV might be required of submarine assets to be crossed.</p> <p>The need for the pre-installation surveys is to determine the final routing of the cable and engineering parameters. The scope and methodology of these surveys would therefore not require consultation with stakeholders at this stage.</p> <p>However, the Applicant has committed to the following commitments within Application Document 9.84 Register of Environmental Actions and Commitments (REAC) [REP3-078]:</p> <ul style="list-style-type: none"> • BE05 of the REAC: Where benthic habitats of principal importance (qualifying as annex 1 or NERC) are identified during pre-construction surveys (engineering surveys and UXO) and there is potential for an impact on these habitats, National Grid will prepare a Benthic Mitigation Plan, in consultation with the MMO and SNCBs. • BE06 of the REAC: Where benthic habitats of principal importance are identified (qualifying as annex 1 or NERC) during pre-construction surveys and mitigation is required to avoid or reduce impacts on these habitats, an In Principle Monitoring Plan (IPMP) will be prepared in consultation with the MMO and SNCBs to verify the accuracy of predicted residual impacts on these habitats. <p>The Applicant confirms that it is currently reviewing the REAC and associated Requirement 6 in light of the points raised at the ISH2, and proposes to ameliorate that drafting such that the provisions raised at the hearing are appropriately secured. The updated REAC will be submitted at Deadline 4A.</p>	
AP31	Does the applicant intend to undertake a post-installation cable route survey which could provide information on benthic ecology and whether there is the need for adaptive management?	<p>During the lifetime of the Offshore Scheme, scheduled monitoring of the system would be undertaken. The Applicant has outlined post installation survey and reporting requirements in Application Document: 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project Section 6 [REP1A-003].</p> <p>Additionally, as presented within Application Document 9.92 Outline Cable Specification and Installation Plan [TBC] submitted at Deadline 4, the Applicant can confirm that during the lifetime of the link, scheduled monitoring of the system would be undertaken via:</p> <ul style="list-style-type: none"> • Electrical testing and monitoring of system. • Depth of Lowering assessment by planned surveys comprising General Visual Inspection (GVI), bathymetric survey (MBES) and buried cable detection (cable tracker) to chart the cable depth of lowering over time. • Surveys of crossings with 3rd Party subsea assets, as per requirements in separate crossing agreements per asset. • Surveys of new asset crossings / proximity zones when new structures are installed crossing over the Sea Link route. • DTAS (Digital Temperature and Acoustic Sensing) HVDC status monitoring via fibre optic cable (innovative in-situ monitoring of cable via near real-time temperature and acoustic monitoring which can inform of changes to the cable by intrusive contact as well as variations in depth of burial dependant on thermal changes on the baseline conditions). <p>A preliminary inspection, maintenance and repair (IMR) programme as the basis for preventative maintenance may comprise of the following:</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<ul style="list-style-type: none"> • Base-line as-built depth of lowering (DOL) survey (ideally a continuous survey after installation and protection completed). • Initial DOL monitoring survey 12 months after commissioning and handover to operations. • Regular monitoring surveys at approximately 12-24 months duration to establish any areas where DOL hot spots may develop and where integrity of cable is critical and inform the maintenance programme. Establish that the seabed conditions and DOL have reverted to equilibrium and reduce the frequency of inspections. • Reduced interval surveys to ensure DOL is maintained (may be as much as 5-year interval). • Potential DTAS HVDC cable monitoring via fibre optic cable with near real-time monitoring. As changes occur through time, these can be used as locators of potential seabed change resulting in heat changes, or areas where increase in vessel traffic through the lifetime of the asset may make the link more vulnerable to damage than was risked during the original design of the cable route. The DTAS HVDC cable monitoring would be carried out from the onshore converter stations, but the results would be used to inform the IMR programme each year, and the repair locations in the event of an outage or significant disruption to the transmission of power along the link. • AIS vessel monitoring to track any vessels stationery or acting suspiciously in the vicinity of the cable. <p>The Applicant can confirm that all impacts on benthic ecology in the Environmental Statement were assessed as minor and not significant without the need for additional mitigation. Also, no significant data gaps or areas of uncertainty were identified for the Proposed Project with regards to offshore baseline data.</p> <p>As such, given that no likely significant effects have been identified and there are no requirements for additional mitigation or any areas of uncertainty / data gaps, no specific offshore receptors have been identified at this stage that would require further monitoring.</p> <p>However, the Applicant has committed to the following actions within Application Document 9.84 Register of Environmental Actions and Commitments (REAC) [REP3-078]:</p> <ul style="list-style-type: none"> • BE05 of the REAC: Where benthic habitats of principal importance (qualifying as annex 1 or NERC) are identified during pre-construction surveys (engineering surveys and UXO) and there is potential for an impact on these habitats, National Grid will prepare a Benthic Mitigation Plan, in consultation with the MMO and SNCBs. • BE06 of the REAC: Where benthic habitats of principal importance are identified (qualifying as annex 1 or NERC) during pre-construction surveys and mitigation is required to avoid or reduce impacts on these habitats, an In Principle Monitoring Plan (IPMP) will be prepared in consultation with the MMO and SNCBs to verify the accuracy of predicted residual impacts on these habitats. <p>The MMO and relevant SNCBs would be consulted on the scope of post -installation monitoring requirements if the need for an IPMP for benthic ecology was identified during pre-construction surveys as per BE06 of Application Document 9.84 Register of Environmental Actions and Commitments (REAC) [REP3-078]. The Applicant confirms that the Offshore Construction Environmental Management Plan will be updated in line with the REAC and submitted at an appropriate Deadline.</p> <p>The Applicant confirms that is currently reviewing the REAC and associated Requirement 6 in light of the points raised at the ISH2, and we propose to ameliorate that drafting such that the</p>	

Action No.	ExA Description	Applicant's Response	Deadline
AP32	Consider the submission of an outline In-Principle Monitoring Plan, indicating what would likely be the focus for post-cable installation monitoring and the methods that would be used, for example.	<p>provisions raised at the hearing are appropriately secured. The updated REAC will be submitted at Deadline 4A.</p> <p>In line with good practice, Environmental Management and Assessment (IEMA) Impact Assessment Guidelines (2024), monitoring must have a clear purpose in order to provide answers to specific questions where significant environmental impacts have been identified. Monitoring should be targeted towards significant evidence gaps or uncertainties, which are relevant to the project and can be realistically delivered by project level monitoring, as well as those receptors considered to be the most sensitive to project specific impacts including those of conservation, ecological and/or economic importance. The presence of a significant impact should not, on its own, necessarily lead to a requirement for monitoring.</p> <p>The Applicant can confirm that all impacts on benthic ecology in the Environmental Statement were assessed as minor and not significant without the need for additional mitigation. Also, no significant data gaps or areas of uncertainty were identified for the Proposed Project with regards to baseline data.</p> <p>As such, given that no likely significant effects have been identified for benthic ecology, and there are no requirements for additional mitigation or any areas of uncertainty / data gaps, no specific offshore receptors have been identified at this stage that would require further monitoring. The Applicant therefore considers that an outline IPMP is not required for benthic ecology.</p> <p>The post-installation monitoring for the cable currently outlined within the Outline Cable Specification and Installation Plan (Application Document 9.92) submitted at Deadline 4 is for engineering and design purposes, focusing on identifying and reducing the potential for any damage to the installed cable by ensuring depth of lowering has been achieved and is maintained. This is a different requirement to environmental monitoring.</p> <p>The Applicant is therefore not intending to prepare an outline IPMP for benthic ecology at this stage (subject to pre-installation surveys as noted in AP31) as there are no defined requirements for benthic monitoring upon which an outline IPMP would be based.</p> <p>This approach follows the Institute of Environmental Management and Assessment (IEMA) Impact Assessment Guidelines (2024) which states the following with regards to the need for monitoring:</p> <ul style="list-style-type: none"> • <i>‘there are specific requirements to consider the need for monitoring that arise as part of the EIA regulatory process – for example, considering whether to establish monitoring measures related to significant adverse effects identified in the Environmental Statement or the monitoring of mitigation designed to avoid, prevent or reduce those effects’.</i> <p>In light of the above responses, the Applicant confirms that the Offshore Construction Environmental Management Plan will be updated in line with the REAC [REP3-078]: and submitted at an appropriate Deadline.</p> <p>The Applicant confirms that is currently reviewing the REAC and associated Requirement 6 in light of the points raised at the ISH2, and to proposes to ameliorate that drafting such that the provisions raised at the hearing are appropriately secured. The REAC will be submitted at Deadline 4A.</p>	Deadline 4
AP33	NE [REP3A-027] advised that reef features within the Thanet Coast Special Area of Conservation (SAC) should have ‘Medium’ sensitivity to suspended sediment concentrations (SSC) and deposition in line with the precautionary principle. If the assessment of suspended sediment is updated to a medium sensitivity for receptors, how would this change the ES assessment on benthic ecology at Thanet Coast SAC as a result of potential suspended	<p>On a highly precautionary basis Paragraph 2.9.32 of Application Document 6.2.4.2 (C) Part 4 Marine Chapter 2 Benthic Ecology [REP1-053] has been updated to increase the sensitivity for the Thanet Coast reef biotopes rating to medium. The impact assessment has also been reviewed. However, the magnitude of the effect remains the same – the effect is short term and temporary in terms of both predicted SSC and deposition, particularly as these features of the Thanet Coast SAC are some distance from the footprint of effect. Thus, the magnitude rating and impact significance has not changed. This is considered robust, particularly when considering the</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
	sediment and smothering impacts? Would this then be a potential significant effect?	sensitivity benchmark for this habitat in relation to SSC is 'A change in one rank on the WFD (Water Framework Directive) scale e.g. from clear to intermediate for one year and the deposition of sediment is predicted to be 0.5mm in depth which is unlikely to be distinguishable.	
Fish and Shellfish			
AP34	The MMO notes in its RR [RR-3476] that if a seasonal restriction from 01 November – 31 March inclusive would be implemented for all offshore cable installation activities and a restriction of 01 January to 31 March inclusive, for landfall works to protect red-throated diver in the Outer Thames Estuary SPA, then this may limit adverse impacts during these sensitive periods on herring and sandeel. For clarification, does this mean that as long as the proposed seasonal restrictions related to red-throated diver remain in place, then there would be no significant impact to either herring or sandeel, and no need for further mitigation?	To be actioned by MMO	Deadline 4
Marine Mammals			
AP35	To provide clarification as to whether there is evidence of a recent increase in cetacean species as highlighted by Kent Wildlife Trust, close to the Kent landfall, including bottlenose dolphin.	To be actioned by Kent Wildlife Trust	Deadline 4
AP36	Respond to Natural England's comments at DL3, including those on the outline Marine Mammal Management Plan.	The Applicant has responded to NE's comments submitted at Deadline 3 Application Document Appendix F3 Natural England's Advice on Marine Mammals [REP3-119] within Application Document 9.86 Applicant's Comments on Other Submissions Received at Deadlines 3 and 3A submitted at Deadline 4 with an update to the MMMP (Application Document 7.5.11 (C) Outline Marine Mammal Mitigation Plan) submitted at Deadline 4.	Deadline 4
Landscape and Visual			
AP37	Consider whether similar wording with respect to failed planting/ adaptive management as secured in the dDCO as per the wording for Scottish Power Renewables (SPR) East Anglia 1 (EA) North and EA2 could be applied to Sea Link.	The Applicant has incorporated wording similar to that contained in Requirement 15 of the EA2 DCO with respect to implementation and maintenance of landscaping into Requirement 6 for the Sea Link project. Please see Appendix C for revised requirements, to be incorporated in Schedule 3 of the draft DCO.	Deadline 4
AP38	Clarify whether advance planting includes any riparian planting.	The potential areas of advance planting shown on Figure 3 of Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan – Suffolk and Application Document 7.5.7.2 (C) Outline Landscape and Ecological Management Plan - Kent submitted at Deadline 4, would be developed further in the LEMPs in conjunction with the detailed scheme design. These figures have also been updated at Deadline 4 to reflect adjustments in Suffolk regarding the enhanced planting along a section of the B1119 and potential early planting areas shown in Kent. In Suffolk, the riparian planting associated with the attenuation ponds would be undertaken during operation. The riparian planting along the River Fromus would not be undertaken until the River Fromus bridge is constructed after which the riparian planting could be provided. With regard to riparian planting in Kent, this would be carried out along ditches that would not be affected by construction activity. Riparian planting associated with the attenuation ponds would be undertaken during operation. In summary, it is not proposed that riparian planting would be included in advanced planting.	Deadline 4
AP39	Provide detailed response to landscape impacts at viewpoints (VP) identified in Suffolk and if any improved mitigation can be provided	Regarding the effects on visual amenity for Viewpoints 1, 2, 4, 5, 20 and 21, the effects reported within the Landscape and Visual chapter (Application Document 6.2.2.1 Part 2 Suffolk	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
	<p>and secured within the order limits (VP1, VP2, VP4, VP5, VP20, VP21) including whether additional landscaping, either woodland or parkland trees, in the vicinity of the permanent access route to the west of Bloomfield's Covert.</p>	<p>Chapter 1 Landscape and Visual submitted at Deadline 4) are consistent with the Applicant's methodology and reflect the reasoned professional judgements contained in the various technical landscape and visual appendices contained in the Environmental Statement. The residual visual effects assessed from each of the above six viewpoints would remain significant adverse at year 15 once the mitigation planting becomes established. The moderate adverse rating is described as a 'noticeable deterioration in the existing view' and the major adverse rating as being a 'pronounced deterioration'. For Viewpoints 1, 2, 4, 20 and 21, whilst the planting heights used within the visualisations are conservative and the upper extents of the proposed infrastructure would remain visible, the matured landscape planting is considered to contribute towards the softening of views, the layered vegetation network in the landscape and strengthening the green infrastructure network and screening functions of the lower extents of the proposed infrastructure. In addition, the illustrative visualisations from viewpoints 1, 2 and 4 provided in Application Document - 9.14 Suffolk and Kent Illustrative Visualisations Part 1 of 2 - Accepted at the discretion of the Examining Authority [REP1-296] and additionally Viewpoint 5 in Appendix A illustrates how the application of Application Document 7.12.1 Design Principles - Suffolk [APP-366] secured in Requirement 3 of Application Document 3.1(F) Draft Development Consent Order [REP3-006] would further contribute to the mitigation of effects from these viewpoints.</p> <p>Comments are made as follows regarding each of the viewpoints relating to whether any additional mitigation is considered to be appropriate.</p> <p>Viewpoint 1: It is considered that additional planting along the existing Public Right of Way (PRoW) would channel views towards the proposed converter station due to the orientation of the route which crosses the field in a diagonal alignment. The ability for recreational users walking in both directions (towards and away from Saxmundham) to experience views of the wider landscape are an important aspect of the visual amenity experience. Even if a combination of blocks of woodland allowing filtered views to the wider landscape were used, this would be unlikely to provide a material improvement in the visual amenity for recreational users for this short section of the PRoW as the route is orientated directly towards the converter station. The substantial belt of woodland planting and earth bunds around the converter station combined with the application of the Design Principles secured by Requirement 3 of Application Document 3.1(F) Draft Development Consent Order [REP3-006] and as illustrated in Application Document - 9.14 Suffolk and Kent Illustrative Visualisations Part 1 of 2 - Accepted at the discretion of the Examining Authority [REP1-296] demonstrate from this viewpoint how the combination of massing, colour and materials combined with the woodland planting would provide substantially more integration of the converter station in views rather than additional planting along the path.</p> <p>Even if it was concluded that additional planting in this location might further mitigate effects, the presence of services along with the need to retain the corridor for utility supply connections to the converter station would restrict the ability to plant trees to sufficiently filter views towards the converter station. Additional mitigation planting for the reasons set out above is therefore not appropriate.</p> <p>Viewpoint 2: It is considered that additional landscape planting in the vicinity of the permanent access route to the west of Bloomfield's Covert is not appropriate due to adverse cultural heritage effects and limited landscape and visual benefit with regard to reducing effects. The Applicant draws attention to the conclusions previously made with respect to 'Area A' outlined within East Suffolk Council's Local Impact Report and the Applicant's full response in Application Document 9.35.2 Applicant's Comments on Local Impact Report from East Suffolk Council [REP2-027] which remain valid. Individual parkland trees or woodland are considered to have less of a screening function in this location as they would appear in close proximity and set against the extensive belt of proposed woodland planting to the west of the converter station and Bloomfield's Covert. Furthermore, the addition of woodland or parkland trees in the vicinity of the</p>	

Action No.	ExA Description	Applicant's Response	Deadline
		<p>permanent access route to the west of Bloomfield's Covert would conflict with the function of the skylark mitigation land. The alignment of the permanent access road between the River Fromus bridge and the converter station has been specifically designed to avoid direct lines of sight to the converter station thereby allowing extensive belts of woodland to be planted between the converter station and Bloomfield's Covert. This approach to the design of the infrastructure and the mitigation planting is considered by the Applicant to provide the most effective mitigation respecting the sensitivities associated with the adjacent heritage asset,</p> <p>This viewpoint location is taken from a point along the B1121 where there is a break in the hedgerow vegetation, denoted by the whip planting in the foreground. Views from either footpath users or people travelling along the B1121 would experience oblique side views towards the converter station and permanent access road which in many locations would be additionally screened by road side vegetation. Furthermore, the location of the PRow is set behind hedgerow vegetation on the western edge of the B1121, therefore further limiting available views.</p> <p>Viewpoint 4: It is considered that the existing layered vegetation network is strong between this visual receptor and the proposed infrastructure and this, along with the proposed woodland belts, contributes to screening of the lower extents of the converter station and softening of views. The illustrative visualisations provided in Application Document - 9.14 Suffolk and Kent Illustrative Visualisations Part 1 of 2 - Accepted at the discretion of the Examining Authority [REP1-296] demonstrate how effective the application of the key design principles, secured by Requirement 3 of Application Document 3.1(F) Draft Development Consent Order [REP3-006] would be in limiting the apparent scale and mass of the converter station in views from this location.</p> <p>In addition, road users travelling along the B1119 towards Saxmundham in this location would have the proposed hedgerow and hedgerow trees in their foreground views, providing a further layer of partial vegetative screening. As a result it is not considered that additional planting within the Order Limits would further mitigate visual effects and is therefore not appropriate.</p> <p>Viewpoint 5: Views from the bridleway and local access road are at a lower elevation compared to the converter station site with oblique side views extending across the intervening agricultural field to the large agricultural building and converter station which sit together against the skyline from this lower angle of view. During the iterative process of design and assessment the Applicant was aware of the sensitivity of views from the south and identified the need to extend the Order Limits to the south to enable substantial belts of woodland planting to be achieved. Whilst the belts of woodland occupy land which is gently sloping to the south, the large attenuation pond also has to occupy some of this lower lying land which limits the depth of planting visible from this viewpoint. It is considered, however, that there has been an appropriate balance between providing substantial depths of woodland planting in land available to the south of the converter station whilst not further surrounding and restricting wider landscape views for nearby residential properties. The illustrative visualisation presented in Appendix A of Application Document 9.90 Applicant's Response to January Hearing Action Points submitted at Deadline 4 – Appendices, illustrates how effective the application of the key design principles, secured by Requirement 3 of Application Document 3.1(F) Draft Development Consent Order [REP3-006] would be in limiting the apparent scale and mass of the converter station in views from this location. The converter station scale and roof pitch more closely mirrors the scale of the adjacent agricultural buildings compared with the maximum parameter block photomontages presented in Application Document 6.4.2.1 ES Figures Suffolk Landscape and Visual Part 2 of 7 [APP-209]. Additional mitigation within the Order Limits is not considered to be appropriate in reducing visual effects from this location.</p> <p>Viewpoint 20: The notes regarding Viewpoint 2 above should be referred to due to the similar angle of view. As with Viewpoint 2, additional mitigation within the Order Limits is not considered to be appropriate.</p>	

Action No.	ExA Description	Applicant's Response	Deadline
AP40	Provide detailed consideration of Suffolk County Council's (SCC) suggestion that additional planting around the converter station could be designed to avoid 'channelling' of views towards the converter station but could assist in filtering of views.	Viewpoint 21: It is considered that the additional enhanced belt of planting along the B1119 (shown on the updated Figures 1 and 2 in Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan – Suffolk submitted at Deadline 4) would assist in further softening of views and screening of the lower extents of the proposed infrastructure in closer proximity to the receptors views at this location including those travelling towards Saxmundham on the B1119. Additional mitigation planting has consequently been included within the Order Limits to provide enhanced mitigation at this location. Whilst the significance of effect at year 15 of operation is considered to remain at moderate adverse as the upper extents of the converter station would remain visible, this additional belt of planting would provide enhanced mitigation.	Deadline 4
AP41	Provide a detailed response to landscape impacts at viewpoints identified by Thanet District Council (TDC) regarding significant effects (VP3, VP4, VP5, VP6 and VP7) and if any improved mitigation can be provided and secured within the order limits.	<p>It should be clarified that Thanet District Council (TDC) at ISH2 referred to Viewpoint 11 rather than Viewpoint 7 as set out in the Action Point. Viewpoint 7 is located at Sandwich Bay adjacent to the King Charles III England Coast Path and there would be no views of the permanent infrastructure.</p> <p>TDC set out their position in ISH2 that the assessment on visual amenity for year 15 operation at Viewpoints 5, 6 and 11 should be major adverse (significant), rather than moderate adverse (significant) as is reported by the Applicant within the Kent Landscape and Visual chapter (Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061]). This would be in addition to the residual major adverse effect reported for Viewpoint 4 within Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061]. TDC referred to Application Document Local Impact Report (LIR) from any local authorities [REP1-132] from Thanet District Council for further information on this matter however, the Applicant has not been able to identify where such information has been provided.</p> <p>The moderate adverse rating is described as a 'noticeable deterioration in the existing view' and the major adverse rating as being a 'pronounced deterioration'. It remains the Applicant's view that this distinction between Viewpoint 4 and then Viewpoints 5, 6 and 11 remains and is consistent with the Applicant's methodology and reflect the reasoned professional judgements contained in the various technical landscape and visual appendices contained in the Environmental Statement. Views experienced by recreational users of the PRoW at Viewpoint 4 are close to the converter station and substation (approximately 876 m) and given the proximity of the receptor to the proposed project the Applicant considers that no additional mitigation planting would reduce the residual major adverse effects given the flat nature of the landscape and proximity of the viewer to the proposed project. The illustrative visualisation prepared for Viewpoint 4 in Application Document - 9.14 Suffolk and Kent Illustrative Visualisations Part 1 of 2 - Accepted at the discretion of the Examining Authority [REP1-296] demonstrates how the application of the Design Principles secured by Requirement 3 of Application Document 3.1(F) Draft Development Consent Order [REP3-006], would provide an increased degree of integration of the proposed project in the view through the combination of massing, colour and</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
AP42	Consider whether any additional mitigation can be included to reduce likely significant effects in terms of landscape and visual.	<p>materials combined with the woodland planting which once established would screen the lower extents of the proposed project.</p> <p>Viewpoints 5, 6 and 11 are located at an increased distance compared to Viewpoint 4, allowing separation between the receptors and the proposed infrastructure providing a wider perspective of view. Within these wider views and the increased depth of field, there is also the potential to view the proposed infrastructure within the existing and consented context of energy infrastructure in the vicinity of Richborough Energy Park. The existing intervening vegetated boundaries in the landscape further break up the view. The year 15 effects on Viewpoints 5, 6 and 11 are reported as being significant adverse within Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061] regardless of the difference of opinion of the magnitude of effect rating and as explained above additional mitigation within the Order Limits is not considered to further reduce the residual effects and therefore would not be appropriate</p> <p>Viewpoint 3 is located approximately 1500 m to the southeast of the converter station and substation on the Saxon Shore Way. Foreground views are dominated by the existing infrastructure present at Richborough Energy Park as well as the existing towers and overhead lines (OHL) which form prominent features within the foreground views extending into the distance. Moderate adverse and significant effects are assessed at construction due primarily to the construction activity associated with the temporary towers, new towers and High Voltage Alternating Current (HVAC) OHL. At operation, whilst the converter station and substation would be visible in the view beyond the existing towers and OHL and in the immediate context of the Richborough Energy Park infrastructure, the composition of the view including the key features would be largely unchanged. The increased concentration of wirescape associated with the new section of above ground HVAC would appear within the same part of the view where OHLs and towers dominate and consequently the additional wirescape would result in a limited deterioration in the existing view with residual minor adverse effects resulting. Additional mitigation would not reduce these effects given the existing context of the view.</p> <p>The landscape planting (shown on Figure 1 within Application Document 7.5.7.2 (C) Outline Landscape and Ecological Management Plan- Kent submitted at Deadline 4) has been carefully designed to respect the character of the receiving landscape and woodland context immediately to the south and east. The landscape proposals are designed to create a robust edge and containment to the permanent infrastructure and further differentiation and separation from the wider former marshland and Wantsum Channel landscape to the west, thereby retaining its overall sense of identity and distinctiveness. Additional landscape planting has been considered in the wider landscape with the aim of reducing the landscape and visual effects. This has been discounted largely because the wider landscape, particularly to the west of the railway line, has characteristics more akin to the wider former marshland, including being less vegetated and more open, therefore additional mitigation planting is not considered to be appropriate.</p>	Deadline 4
AP43	Provide updated oLEMP for Suffolk to include additional planting alongside B1119 as discussed.	<p>The mitigation measures secured within the REAC (Application Document 9.84 Register of Environmental Actions and Commitments (REAC) [REP3-078]) and provisions within the updated Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan - Suffolk submitted at Deadline 4, secured by Requirement 6 of Application Document 3.1(F) Draft Development Consent Order [REP3-006] along with the Key Design Principles secured by Requirement 3 provide proportionate and appropriate controls to lessen landscape and visual effects where possible.</p> <p>The Applicant has provided further information regarding the consideration of additional mitigation in responding to AP 39-41 above.</p> <p>Figures 1, 2 and 3 within Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan - Suffolk submitted at Deadline 4 have been updated to reflect the enhanced belt of planting (see Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan – Suffolk submitted at Deadline 4). An additional illustrative cross</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<p>section has been added to Figure 2 which reflects the enhanced area of planting to the south of the B1119.</p> <p>Whilst the Applicant considers that the existing proposals of the hedgerow and hedgerow tree planting remain proportionate and appropriate, the Applicant recognises the concerns identified by ESC and consequently is committed to provide an enhanced belt of planting where there is land available within the widened Order Limits, subject to limitations around existing services and final areas required for maintenance of planting and the drainage ditch along the southern edge of the B1119.</p>	
AP44	With reference to NE's comments in [REP2-058], a response is required regarding the possible future use of land to the south of the pig farm and north of the acid grassland enhancement area, which is still within the order limits. If it is used in the future for pig farming or similar intensive use could run off and nutrient enrichment interfere with the achievement of acid grassland enhancement.	<p>The Applicant's responses to the latest information provided by Natural England in their Application Document Appendix H3 Natural England's Advice on Suffolk LVIA [REP3-120] submission is provided in Application Document 9.86 Applicant's Comments on Other Submissions Received at Deadline 3 and 3A submitted at Deadline 4.</p> <p>The Applicant understands that the fields between the pig sheds to the north and the degraded acid grassland to the south are already used as part of the pig farm operations during a standard farming rotation, alternating with the cultivation of high value crops. Therefore, no change in farming practice is expected. The fact the acid grassland has been able to persist despite these operations, and that its degraded state is clearly due primarily to lack of management (e.g. bracken and gorse encroachment and a tall tussocky sward) indicates that the current farming operations to the north will not hinder ecological improvement of the sward through reintroduction of good management.</p>	Deadline 4
AP45	In terms of cumulative effects on the Area of Outstanding Natural Beauty (AONB), the applicant identifies significant residual cumulative effects on natural beauty indicators at construction in the Suffolk onshore inter-project effects – table 13.35. in relation to– landscape quality, scenic quality, relative wildness, relative tranquillity. The assessment that has led to these conclusions lacks clarity. Provide an updated assessment clarifying how the conclusions have been arrived at.	The detail behind the reported temporary significant cumulative effects on the Natural Beauty Indicators of the Suffolk & Essex Coast & Heaths National Landscape is provided in Section 4 of the Section 85 Technical Note (Application Document 9.47 National Landscape Section 85 Duty Technical Note [REP1-120]) which provides further clarity on the initial assessment as presented within the Environmental Statement documentation.	Deadline 4
AP46	Heritage Coast – Notwithstanding the applicant's response to the written question, define the natural beauty and special character of the Heritage Coast.	There are no published documents which specifically identify the special character or qualities of the Suffolk Heritage Coast. Consequently, the Applicant has referred to the various landscape and seascape character documents that cover the area defined by the Suffolk Heritage Coast. These are set out in Application Document 6.3.2.1.B ES Appendix 2.1.B Landscape Baseline [APP-096] and include Suffolk Coastal Landscape Character Area D4: Thorpeness to Aldeburgh, Regional Seascape Character Type SCT 03: Nearshore Waters and Touching the Tide District Level Coastal Character Area Thorpeness to Aldeburgh Coast as well as relevant Natural Beauty Indicators for the National Landscape.	Deadline 4
AP47	Having regard to paragraph 5.10.11 of National Policy Statement (NPS) EN-1, can you explain whether you consider the development is compatible with the special character of the Heritage Coast?	There is no permanent infrastructure sited within the Heritage Coast or its setting. The only effects are associated with the construction of the landfall and HVDC cable corridor, which along with their reinstatement would result in short term, temporary and minor adverse, not significant effects. The Applicant therefore considers that the temporary nature of the Proposed Project's interface with the Heritage Coast is compatible with the special character.	Deadline 4
AP48	If you consider the development is not compatible with the special character of the Heritage Coast, explain why not and suggest whether this could be overcome by mitigation and if so, provide details of suggested mitigation.	This question is directed at SCC and ESC only, so no response has been provided by the Applicant.	Deadline 4
AP49	Having regard to paragraph 5.10.32 of the NPS EN-1 which sets out the exceptional circumstances in which the SoS may grant	This question is directed at SCC and ESC only, so no response has been provided by the Applicant.	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
	development consent in the AONB, can the relevant local authorities explain whether they think the circumstances are exceptional, and if not, why not?		
AP50	Kiln Lane substation mitigation. The overlay [AS-063] with SPR mitigation indicates much less landscape mitigation planting to the north of the Kiln Lane substation than is shown for the SPR landscape mitigation. Whilst it is understood that the SPR landscape mitigation has since evolved, if the SPR consented scheme did not come forward and or was not fully implemented (scenario 2), explain how the rest of the landscape mitigation would be secured as it is not shown in the outline Landscape and Ecological Management Plan (oLEMP). Provide an updated oLEMP for scenario 2 indicating the entirety of the outline landscape mitigation for Kiln Lane substation.	<p>Figure 5 which reflects the outline landscape mitigation for Friston Scenario 2 has been updated at Deadline 4 to reflect the submitted SPR landscape masterplan (December 2025) (see Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan – Suffolk submitted at Deadline 4).</p> <p>The updated Friston outline landscape mitigation (Figure 5 of Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan – Suffolk submitted at Deadline 4) provides a consistent approach to the landscape design for Kiln Lane substation under Friston Scenario 2 and SPR's latest proposals, and is secured through Requirement 6 of Application Document 3.1(F) Draft Development Consent Order [REP3-006].</p> <p>In addition, Figure D-1 previously submitted in Appendix D of Application Document 9.73.1 Applicant's Responses to First Written Questions – Appendices [REP3-070] has been updated to reflect the additional interface of LionLink and is contained in Appendix B of this document.</p>	Deadline 4
AP51	The ExA notes the applicant's comments in response to the first written question 1LVIA4 and the provision of the illustrated lux plots. However, there is insufficient information to assess the lighting effects in areas of relatively dark skies. A more detailed nighttime assessment is therefore requested.	A more detailed assessment of operational lighting on landscape and visual receptors will be provided at Deadline 5, noting that the level of detail will be commensurate to the level of outline lighting design detail currently available.	Deadline 5
Cultural Heritage			
AP52	<p>Heritage assets listed by the applicant [REP3-070] which are scoped out of the ES include those which are described as experiencing an adverse impact, though less than substantial at the lower end of this scale. For example, asset ID 1215749 - Buxlow Manor in Suffolk. For this example and the others like it, provide additional information as to the potential impact to the significance of each asset and further justification as to why it was scoped out.</p> <p>For all relevant Councils and Historic England, is it appropriate to scope out from the ES assessment heritage assets which are considered to have (lower end of) less than substantial impact on their significance?</p>	<p>The purpose of the assessment provided in the Cultural Heritage ES Chapter Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage [APP-050] is to present an assessment of likely significant effects arising from the Proposed Project on heritage assets. Assets that were not considered likely to experience significant effects were therefore scoped out of full assessment in the ES Chapter following initial assessment in the Cultural Heritage Baseline (see Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report [APP-109]). Further justification and assessment of the impact of the Proposed Project on the three listed buildings listed in Application Document 9.73.1 Applicant's Responses to First Written Questions - Appendices [REP3-070] that were scoped out but that are likely to experience effects (albeit non-significant), is provided below.</p> <p><u>Grade II* Buxlow Manor (NHLE 1215749)</u></p> <p>The assessment of Buxlow Manor was carried out in Paragraphs 6.1.50 - 6.1.52 of Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report [APP-109]. This concluded that there would be no potential for significant impacts to the asset as a result of the Proposed Project due primarily to the degree of existing screening planting around the asset, the existing woodland at Meadow Link Farm between the asset and the Converter Station, and the sloping local topography and distance between the asset and the Converter Station. Consultation regarding this asset was carried out with Historic England and East Suffolk Council in January – March 2024 in the process of agreeing required viewpoint locations and visualisations to demonstrate potential effects of the Proposed Project on heritage assets. No viewpoints or visualisations were required for this asset and there have been no concerns or objections raised by Historic England or East Suffolk Council in their submitted Relevant Representations regarding the assessment provided for this asset, or the decision taken to scope it out of full assessment in Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage [APP-050].</p> <p>Paragraphs 6.1.50 -6.1.52 of Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report [APP-109] determined that there is no likelihood of significant impacts</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<p>to Buxlow Manor resulting from the Proposed Project, but it was not stated that there would be no impact. For clarity, the impact of the Proposed Project on Buxlow Manor is considered to be negligible, which on an asset of High value, results in a minor adverse effect which is not significant.</p> <p>The negligible impact identified on the asset through change to its setting acknowledges that when it was originally constructed as a high status building of architectural quality, it was very likely to be a prominent building in the locality and its associated settlement, and it also was likely to have had views over the landscape to the southwest and south. This setting has significantly changed, however, with the removal of the associated settlement and the degree of screening vegetation now present around the asset, which diminishes its prominence and restricts views from the asset over the surrounding area, such that its current setting makes very little contribution to its heritage value. The assessed negligible impact therefore relates to the presence of the Saxmundham Converter Station in incidental views within the asset's wider environs and potentially from its upper floor windows, acknowledging the degree of existing planting around the asset and in intervening woodland and plantations between the asset and the converter station site.</p> <p>Negligible impact is defined in Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage [APP-050] as 'changes to the setting of an asset that have little effect on its value and no real change in our ability to understand and appreciate the value of the asset'. This is considered to result in less than substantial harm at the low end of the scale.</p> <p><u>Grade II* Church of St Mary Magdalene, Sternfield (NHLE 1278252)</u></p> <p>The assessment of the Church of St Mary Magdalene was carried out in Paragraphs 6.1.24 - 6.1.27 of Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report [APP-109]. This concluded that there would be only low potential for significant impacts to the asset as a result of the Proposed Project, due primarily to the degree of existing screening provided by planting around the asset, and further woodland planting between it and the Saxmundham Converter Station. Consultation regarding this asset was carried out with Historic England and East Suffolk Council in January – March 2024 in the process of agreeing required viewpoint locations and visualisations to demonstrate potential effects of the Proposed Project on heritage assets. No viewpoints or visualisations were requested for this asset and there have been no concerns or objections raised by Historic England or East Suffolk Council in their submitted Relevant Representations regarding the assessment provided for this asset, or the decision taken to scope it out of full assessment in Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage [APP-050].</p> <p>Paragraphs 6.1.24 - 6.1.27 of Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report [APP-109] report a low likelihood of significant impacts to the Church of St Mary Magdalene resulting from the Proposed Project, but it was not stated that there would be no impact. For clarity, the impact of the Proposed Project on the Church of St Mary Magdalene is considered to be negligible, which on an asset of high value, results in a minor adverse effect which is not significant.</p> <p>The Church of St Mary Magdalene is and was the parish church for Sternfield Parish which historically included the land within the converter station site (now within the modern parish of Saxmundham). The impact that has been identified arises through the presence of the Saxmundham Converter Station as an out of character form and scale of development within this wider historic rural parish. Whilst there is no intervisibility between the asset and the Converter Station and the asset has a very enclosed physical setting, its former functional setting is considered to extend to the land within the historic parish. The change to the character and perception of the historic parish introduced in views of the converter station moving through the wider environs of the asset is therefore considered to result in a negligible impact to the asset's historic interest and heritage value.</p>	

Action No.	ExA Description	Applicant's Response	Deadline
AP53	<p>For other heritage assets within the scoped-out list [REP3-070], there is sometimes the reason given that the asset was assessed as part of the consent for the East Anglia (EA)1 North and EA2 proposals and as no additional impacts were predicted it was considered a neutral impact. The ExA requests that for these heritage assets, it is also expressed as to the potential effect of the Sea Link proposed development alone, and not based on potential additional impacts over and above that assessed for the EA projects?</p>	<p>Negligible impacts are defined in Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage [APP-050] as 'changes to the setting of an asset that have little effect on its value and no real change in our ability to understand and appreciate the value of the asset'. This is considered to result in less than substantial harm at the low end of the scale.</p> <p><u>Grade II Sternfield House (NHLE 1231300).</u></p> <p>The assessment of Sternfield House was carried out in Paragraphs 6.1.24 - 6.1.27 of Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report [APP-109]. This concluded that there would be only low potential for significant impacts to the asset as a result of the Proposed Project due primarily to the enclosed nature of the asset's setting, the degree of existing screening provided by planting around the asset, and further woodland planting between it and the proposed Saxmundham Converter Station. Consultation regarding this asset was carried out with Historic England and East Suffolk Council in January – March 2024 in the process of agreeing required viewpoint locations and visualisations to demonstrate potential effects of the Proposed Project on heritage assets. No viewpoints or visualisations were requested for this asset and there have been no concerns or objections raised by Historic England or East Suffolk Council in their submitted Relevant Representations regarding the assessment provided for this asset, or the decision taken to scope it out of full assessment in Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage [APP-050].</p> <p>Paragraphs 6.1.24 - 6.1.27 of Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report [APP-109] report a low likelihood of significant impacts to Sternfield House resulting from the Proposed Project, but it was not stated that there would be no impact. For clarity, the impact of the Proposed Project on Sternfield House is considered to be negligible, which on an asset of medium value, results in a negligible effect which is not significant.</p> <p>The impact to Sternfield House arises due to its being assessed as a group with the Grade II* Church of St Mary Magdalene (NHLE 1278252). The house and church effectively share a land parcel having a close physical relationship where they are enclosed within a woodland setting, and where the garden of the house wraps around the churchyard and forms its southern boundary. The assets also share a historic functional relationship with Sternfield House being labelled as the Rectory on 19th century Ordnance Survey Maps. The identified impact to the Church of St Mary Magdalene resulting from the presence of Saxmundham Converter Station as out of character development within the church's historic parish is considered to be shared by the House, and thus a negligible impact has been identified on the asset's historic interest.</p> <p>Negligible impacts are defined in Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage [APP-050] as 'changes to the setting of an asset that have little effect on its value and no real change in our ability to understand and appreciate the value of the asset'. This is considered to result in less than substantial harm at the low end of the scale.</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
AP54	Applicant to provide a similar list of heritage assets to the scoped-out list in [REP3-070], but for all the heritage assets scoped in for any level of ES assessment, clearly stating the anticipated impact of both the Sea Link and cumulative impact to the significance of these assets.	larger developments. The effects arising on heritage assets from the EAN1 and EA2 schemes in isolation would therefore be the only effects that would occur not occur as a result of the Suffolk Onshore Scheme. This has been provided as Tables B.2 and B.3 in Appendix B of this document. Please note that Wood Farmhouse was included in the ES as a designated heritage asset, however, it has been delisted since submission of the DCO application for the Proposed Project. Effects to the asset, which is now viewed as a potential non-designated heritage asset, will be reassessed and an updated assessment will be submitted at Deadline 5 reflecting the lower heritage value of the asset. To avoid confusion prior to the updated assessment at Deadline 5, this asset is not included in Table B.2 in Appendix B.	Deadline 4
AP55	Applicant to submit a more thorough and detailed assessment of the cumulative impacts on settings of cultural heritage assets and the historic wider landscapes.	<p>The assessment of Inter-Project Cumulative Effects was presented in Application Documents 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects [APP-060]. These presented a four-staged process for the identification and assessment of potentially significant cumulative effects to the same heritage assets arising from the Suffolk Onshore Scheme in combination with other developments. Stages 1 and 2 of these assessments identified that there was potential for significant cumulative effects to arise in relation to four such developments, namely: EAN1 (ID5), EA2 (ID6), LionLink Offshore Interconnector (ID 287) and South Saxmundham Garden Neighbourhood (ID 291).</p> <p>Taking account of the response to Action Point 53, heritage assets with identified effects resulting from the Suffolk Onshore Scheme are as follows:</p> <ul style="list-style-type: none"> • Grade II Hurts Hall (NHLE 1268178); • Saxmundham Conservation Area; • Grade II* Church of St John the Baptist (NHLE 1268184); • Grade II* Buxlow Manor (NHLE 1215749); • Grade II Woodside Farmhouse, Friston (NHLE 1215744); • Grade II Little Moor Farm, Friston (NHLE 1215743); • Grade II High House Farm, Friston (NHLE 1216049); • Grade II* Church of St Mary, Friston (NHLE 1287864); • Grade II* Church of St Mary Magdalene, Sternfield (NHLE 1278252); and • Grade II Sternfield House (NHLE: 1231300). <p>Cumulative effects on these assets are assessed in turn below:</p> <p>Hurts Hall</p> <p>The potential for cumulative effects to arise at the Grade II Hurts Hall (NHLE 1268178) is limited to the interaction with LionLink Offshore Interconnector (ID 287) and South Saxmundham Garden Neighbourhood (ID 291). The EAN1 and EA2 developments can be ruled out due to the distance between those developments and the asset and the presence of intervening screening in the form of local topography, vegetation and built form. A medium impact and moderate adverse effect was identified at Hurts Hall at Year 1 of Operation due to the presence of Saxmundham Converter Station, the Fromus crossing and permanent access within its parkland setting. By Year 15 of Operation, following the maturation of screening planting that was reduced to a small impact and minor adverse effect. The reduction is mainly related to the success of mitigation screening of the Fromus crossing and permanent access which soften the visual impact of these features within the asset's setting helping to integrate them into the asset's parkland setting. The</p>	Deadline 4 and part in Deadline 5

Action No.	ExA Description	Applicant's Response	Deadline
		<p>continued visibility of the Converter Station, albeit improved by screening planting, is acknowledged in the residual minor adverse significance of effect.</p> <p>LionLink (ID 287) – LionLink Converter Station would be located to the north of Saxmundham Converter Station and would be visible in many of the same views towards Hurts Hall as the Saxmundham Converter Station. Cumulative illustrative visualisations have been produced in Appendix A to illustrate the maximum parameters of both schemes together in Viewpoint 2 looking towards Hurts Hall from the B1121, as well as showing reasonable illustrative models of both schemes in the same view, which are significantly smaller than the maximum parameters. This demonstrates that the two schemes will be separated in the view by an existing stand of woodland rather than them appearing as one development across the skyline. The visualisation also shows how the LionLink Converter Station will sit at a lower elevation in the view than Saxmundham Converter Station, with neither development breaking the prevailing tree line or competing with the height of Hurts Hall in the view. Saxmundham Converter Station would be the more visible of the two. Both developments will share the Fromus crossing and permanent access, removing the requirement for an additional access to LionLink Converter Station. Whilst both schemes will be visible, the appearance of both schemes together, particularly when viewing the illustrative models, is not considered to add further impact to the view over and above the level of impact already identified from the Suffolk Onshore Scheme in isolation. The addition of LionLink is therefore not considered to result in an increase in the assessed impacts and effects to Hurts Hall, and no cumulative effect is identified.</p> <p>South Saxmundham Garden Neighbourhood (ID 291) – The garden neighbourhood would be located south of Saxmundham and to the west of Hurts Hall on the opposite side of the B1121, immediately beyond The Layers. It therefore has the potential to be visible in views westward from the B1121 in the same views that eastward would contain elements of the Suffolk Onshore Scheme and Hurts Hall. It also has the potential to be visible in views westward from Hurts Hall listed building, and in views from public footpaths in The Layers that also features views towards Hurts Hall. The framework masterplan for the garden neighbourhood has been developed and the land immediately west of The Layers, between it and the tree-lined existing railway line, is demarcated as Suitable Alternative Natural Greenspace and would remain undeveloped. It is possible that the development would be visible above and behind the line of trees demarcating the railway in views west from the B1121 and from Hurts Hall, but it is not considered likely that long ranging views of the garden neighbourhood would be possible from these vantage points due to local topography. This would of course depend on the form and scale of the garden neighbourhood development, but this should be effectively managed in terms of harm to heritage assets as part of that isolated application. The retention of the green space east of the railway line is considered a sufficient buffer to the hall to remove any potential for cumulative effects arising from change to the views from the B1121 in the vicinity of Hurts Hall and towards Hurts Hall from The Layers. No cumulative effect is therefore identified.</p> <p>Saxmundham Conservation Area</p> <p>The potential for cumulative effects to arise at Saxmundham Conservation Area are similar to Hurts Hall. This is limited to the interaction with LionLink Offshore Interconnector (ID 287) and South Saxmundham Garden Neighbourhood (ID 291). The EAN1 and EA2 developments can be ruled out due to the distance between those developments and the asset and the presence of intervening screening in the form of local topography, vegetation and built form. A medium impact and moderate adverse effect was identified at Saxmundham Conservation Area at Year 1 of Operation due to the presence of Saxmundham Converter Station, the Fromus crossing and permanent access within a key view on approach to the conservation area on the B1121, featuring Hurts Hall. By Year 15 of Operation, following the maturation of screening planting that was reduced to a small impact and minor adverse effect. The reduction is mainly related to the success of mitigation screening of the Fromus crossing and permanent access. The continued</p>	

Action No.	ExA Description	Applicant's Response	Deadline
		<p>visibility of the Saxmundham Converter Station, albeit improved by screening planting, is acknowledged in the residual minor adverse significance of effect.</p> <p>LionLink (ID 287) – LionLink Converter Station would be located to the north of Saxmundham Converter Station and would be visible in many of the same views on approach to the conservation area as the Saxmundham Converter Station. Cumulative illustrative visualisations have been produced in Appendix A to illustrate the maximum parameters of both schemes together in Viewpoint 2, the key view looking towards Hurts Hall from the B1121. They also show reasonable illustrative models of both schemes in the same view, which are significantly smaller than the maximum parameters. This demonstrates that the two schemes will be separated in the view by an existing stand of woodland rather than them appearing as one development across the skyline. The visualisation also shows how the LionLink Converter Station will sit at a lower elevation in the view than Saxmundham Converter Station, with neither development breaking the prevailing tree line or competing with the height of Hurts Hall in the view. Saxmundham Converter Station would be the more visible of the two. Both developments will share the Fromus crossing and permanent access, removing the requirement for an additional access to LionLink Converter Station. Whilst both schemes will be visible, the appearance of both schemes together, particularly when viewing the illustrative models, is not considered to add further impact to the view over and above the level of impact already identified from the Suffolk Onshore Scheme in isolation. The addition of LionLink is therefore not considered to result in an increase in the assessed impacts and effects to Saxmundham Conservation Area, and no cumulative effect is identified.</p> <p>South Saxmundham Garden Neighbourhood (ID 291) - The garden neighbourhood would be located south west of Saxmundham Conservation Area and to the west of Hurts Hall on the opposite side of the B1121, immediately beyond The Layers. It therefore has the potential to be visible in views westward from the B1121 on approach to the conservation area in the same views that eastward would contain elements of the Suffolk Onshore Scheme. The framework masterplan for the garden neighbourhood has been developed and the land immediately west of The Layers, between it and the tree-lined existing railway line, is demarcated as Suitable Alternative Natural Greenspace and would remain undeveloped. It is possible that the development would be visible above and behind the line of trees demarcating the railway in views west from the B1121, but it is not considered likely that long ranging views of the garden neighbourhood would be possible from this vantage point due to local topography. This would of course depend on the form and scale of the garden neighbourhood development, but this should be effectively managed in terms of harm to heritage assets as part of that isolated application. The retention of the green space east of the railway line is considered sufficient to remove any potential for cumulative effects arising from change to the views from the B1121 on approach to the conservation area, and there is substantial built form between the boundary of the conservation area and the proposed built elements of the garden neighbourhood framework masterplan. No cumulative effect is therefore identified.</p> <p>Church of St John the Baptist</p> <p>The potential for cumulative effects to arise at the Church of St John the Baptist is similar to Hurts Hall and Saxmundham Conservation Area. This is limited to the interaction with LionLink Offshore Interconnector (ID 287) and South Saxmundham Garden Neighbourhood (ID 291). The EAN1 and EA2 developments can be ruled out due to the distance between those developments and the asset and the presence of intervening screening in the form of local topography, vegetation and built form. A negligible impact and minor adverse effect was identified at the Church of St John the Baptist at Year 1 of Operation due to the presence of Saxmundham Converter Station, the Fromus crossing and permanent access within some wider views on the approach to Saxmundham from the south on the B1121 which feature the church tower against a dense bank of mature trees. By Year 15 of Operation, following the maturation of screening planting that was reduced to no impact and a neutral effect. The reduction is mainly related to the success of</p>	

Action No.	ExA Description	Applicant's Response	Deadline
		<p>mitigation screening of the Fromus crossing and permanent access. In assessing the to the church it was noted that although elements of the Suffolk Onshore Scheme may be perceptible in these views, they would not interrupt views towards the church, nor would the Saxmundham Converter Station compete with the tower or distract from the tower in views as it would not break the prevailing tree line in the area.</p> <p>Lion Link (ID 287) – LionLink Converter Station would be located to the north of Saxmundham Converter Station and would be visible in the same views on approach to the church and Saxmundham as the Saxmundham Converter Station. Cumulative illustrative visualisations have been produced in Appendix A to illustrate the maximum parameters of both schemes together in Viewpoint 2, the key view looking towards Hurts Hall from the B1121. They also show reasonable illustrative models of both schemes in the same view, which are significantly smaller than the maximum parameters. This demonstrates that the two schemes will be separated in the view by an existing stand of woodland rather than them appearing as one development across the skyline. The visualisation also shows how the LionLink Converter Station will sit at a lower elevation in the view than Saxmundham Converter Station, with neither development breaking the prevailing tree line or competing with church tower on approach. Saxmundham Converter Station would be the more visible of the two. Both developments will share the Fromus crossing and permanent access, removing the requirement for an additional access to LionLink Converter Station. Whilst both schemes will be visible, the appearance of both schemes together, particularly when viewing the illustrative models, is not considered to add further impact to the view over and above the level of impact already identified from the Suffolk Onshore Scheme in isolation. The addition of LionLink is therefore not considered to result in an increase in the assessed impacts and effects to the Church of St John the Baptist, and no cumulative effect is identified.</p> <p>South Saxmundham Garden Neighbourhood (ID 291) - The garden neighbourhood would be located to the south west of the Church of St John the Baptist on the opposite side of the B1121, immediately beyond The Layers. It therefore has the potential to be visible in views westward from the B1121 on approach to Saxmundham and church in the same views that eastward would contain elements of the Suffolk Onshore Scheme. The framework masterplan for the garden neighbourhood has been developed and the land immediately west of The Layers, between it and the tree-lined existing railway line, is demarcated as Suitable Alternative Natural Greenspace and would remain undeveloped. It is possible that the development would be visible above and behind the line of trees demarcating the railway in views west form the B1121, but it is not considered likely that long ranging views of the garden neighbourhood would be possible from this vantage point due to local topography. This would of course depend on the form and scale of the garden neighbourhood development, but this should be effectively managed in terms of harm to heritage assets as part of that isolated application. The retention of the green space east of the railway line is considered sufficient to remove any potential for cumulative effects arising from change to the views from the B1121 on approach to the church. No cumulative effect is therefore identified.</p> <p><i>Buxlow Manor</i></p> <p>The potential for cumulative effects to arise at the Grade II* Buxlow Manor (NHLE 1215749) is limited to the interaction with LionLink Offshore Interconnector (ID 287). The other identified developments can be ruled out due to the distance between those developments and the asset and the presence of intervening screening in the form of local topography, vegetation and built form. A negligible impact and minor adverse effect has been identified at Buxlow Manor as a result of the presence of Saxmundham Converter Station within its wider environs, noting that views of the converter station will be largely screened by existing intervening vegetation. The LionLink Converter Station would be located to the north of Saxmundham Converter Station and closer to Buxlow Manor. Rather than adding a potential cumulative effect, its presence, once constructed, would serve to further screen views of Saxmundham Converter Station from the wider environs of Buxlow Manor and result in such views no longer having an impact upon the</p>	

Action No.	ExA Description	Applicant's Response	Deadline
		<p>asset. Therefore, similarly to the situation in Friston, the only effects that would occur would be those associated with LionLink in isolation and no potential for a cumulative effect is identified.</p> <p>Assets in Friston (Woodside Farmhouse, Little Moor Farm, High House Farm and Church of St Mary)</p> <p>With regard to the assets with identified effects in the Friston Area, as noted in response to Action Point 53, these identified effects would not happen in relation to the Suffolk Onshore Scheme if the larger EAN1 (ID5) and EA2 (ID6) schemes are built out. This is due to their shared footprint and the infrastructure required for the Suffolk Onshore Scheme forming a part of these larger developments. The effects arising on heritage assets from the EAN1 and EA2 schemes in isolation would therefore be the only effects that would occur and no potential for a cumulative effect is identified.</p> <p>With regard to LionLink Offshore Interconnector (ID 287) this project also proposes to use Friston (Kiln Lane) Substation and the EAN1 and EA2 Schemes, however, it would require an amendment to Friston Substation in the form of an 18 m lateral extension. This extension is shown on Viewpoints 6 (a), 7 and 22 in Appendix A. Viewpoint 6 (a) provides views in the vicinity of High House Farm and Little Moor Farm Grade II listed buildings. The effects that have been identified to assets in the Friston area resulting from the Suffolk Onshore Scheme in isolation relate to the presence of the Friston Substation as an out of character form of development within their settings, and in the case of Woodside Farmhouse and the Church of St Mary the impact of the change of the elements of the landscape within the substation site from agricultural fields to native woodland as screening planting. The extension of the substation, although resulting in a larger development, is unlikely to be perceptible in terms of the type of change to the setting of heritage assets hereby described and it would not increase the levels of identified impact on these heritage assets. No potential for cumulative effects are therefore identified on assets in Friston as a result of LionLink (ID 287).</p> <p>No cumulative effects are identified in relation to South Saxmundham Garden Neighbourhood (ID 291), due to the distance between those developments and the assets in Friston and the presence of intervening screening in the form of local topography, vegetation and built form.</p> <p>Assets in Sternfield (Sternfield House and Church of St Mary Magdalene)</p> <p>The potential for cumulative effects to arise at the assets in Sternfield is limited to the interaction with LionLink Offshore Interconnector (ID 287). The other identified developments can be ruled out due to the distance between those developments and the assets and the presence of intervening screening in the form of local topography, vegetation and built form. A negligible impact and minor adverse effect was identified at the Church of St Mary Magdalene due to the presence of Saxmundham Converter Station as an out of character form of development within its historically-associated parish. A negligible impact and negligible effect was identified at Sternfield House due to its shared setting and shared impacts with the church. Whilst the presence of LionLink Converter Station would add a further similar form of development into the historically-associated parish, this is not considered to raise the assessed level of impact resulting from this type of change to the assets' settings above the level of negligible. There remains no physical or visual link between the assets and the two development sites; the identified impact is through change to their historic context and this academic impact is not affected by whether there is one converter station present or two. No cumulative effects are therefore identified at the assets in Sternfield.</p> <p>As noted in the response to Action Point 54 Wood Farmhouse has been delisted and an updated assessment will be submitted at Deadline 5 reflecting the lower heritage value of the asset. This will include a cumulative assessment, if appropriate. To avoid confusion prior to the updated assessment at Deadline 5, this asset is not included in the assessment above in Table B.4 in Appendix B.</p>	

Action No.	ExA Description	Applicant's Response	Deadline
		<p>Although no impact and a neutral effect has been identified at the Grade II Hill Farmhouse (NHLE 1231296) and so no potential for cumulative effects to that asset is identified, it is acknowledged that East Suffolk Council currently disagree with the assessed impacts to this asset and may therefore wish to understand potential cumulative effects. To assist with this, and to provide further evidence in support of the Applicant's assessment of impact to that asset, cumulative illustrative visualisations at Viewpoint 5 have been produced in Appendix A to illustrate the maximum parameters of the Suffolk Onshore Scheme and LionLink (ID 287) in the vicinity of Hill Farmhouse. These also extend the view in the formal visualisation west to include the farmhouse. The visualisations also show reasonable illustrative models of both schemes in the same view, which are significantly smaller than the maximum parameters. This demonstrates how the Saxmundham Converter Station, shown illustratively in dark green, can integrate into the view, appearing as further agricultural buildings of the same form as the existing modern units. LionLink Converter Station would be barely perceptible in the view and any visible elements would appear as though part of Saxmundham Converter Station. No potential for a cumulative effect is therefore identified.</p> <p>With regard to the request for a thorough and detailed assessment of cumulative effects to historic landscape, the Applicant will provide this at Deadline 5.</p>	
AP56	Agree on a plan to submit showing the extent of the Ebbsfleet Peninsular Multi Period Complex with the proposed order limits, proposed compounds and haul roads overlaid.	The Applicant, in consultation with KCC, has produced two figures. The first shows the extent of the Ebbsfleet Peninsula Complex including the large enclosure possibly associated with Caesar's landings at the southern end of the peninsula (Figure 1 Appendix B) The second figure shows the Ebbsfleet Peninsula complex and large southern enclosure, as well as two areas of Bronze Age barrows and enclosures also considered to be of importance, as well as components of the Kent Onshore Scheme (Figure 2 in Appendix B).	Deadline 4
Traffic and Transport			
AP57	Regarding the Preliminary Cumulative Highway Impact Assessment [APP-142], explain what developments have been included and for what time period or scenario? Furthermore, submit a revised table to also include the worst-case Sea Link construction traffic.	The Applicant has prepared Application Document 9.105 Supplement to the Preliminary Cumulative Highway Impact Assessment in Suffolk submitted at Deadline 4, to provide this clarification and to provide a revised set of total cumulative traffic tables including worst-case construction traffic from the Proposed Project as requested. This is based on the worst-case assumption that the construction peaks of all projects fully overlap, which is a scenario that is not expected to arise. This is illustrated by the graph held within Application Document 9.89 Applicant's Written Summaries of Oral Submissions to Issue Specific Hearing 2 submitted at Deadline 4 which the Applicant has since prepared to indicatively show the varying construction peaks of different cumulative schemes in Suffolk, based on the current understanding of when these are expected to occur. This graph and supporting description are also held in Appendix F.	Deadline 4
AP58	Submit an assessment of feasibility of both proposed options for the use of abnormal loads across Benhall Railway Bridge.	Please see Application Document 9.112: Benhall Railway Bridge - Crossing Feasibility Study .	Deadline 4
AP59	Updates provided for junction modelling for both Kent and Suffolk (to include cumulative traffic), if the modelling is not fully submitted at DL4.	<p>The proposed scope of junction capacity modelling for three junctions within Kent was reviewed and agreed with KCC Highways on 15 January 2026. This included the Sevenscore, Ebbsfleet and Minster roundabouts. The results of the junction capacity modelling will be submitted at Deadline 5.</p> <p>The proposed scope of junction capacity modelling for three junctions within Suffolk was put forward to SCC Highways on 22 January 2026 during an in-person meeting. This included the A12/B1121 Main Road junction (south of Saxmundham), the A1094/ B1121 Aldeburgh Road junction and the A1094/ B1069 Snape Road junction, as these represent the key junctions which will be used by construction traffic associated with the Proposed Project. It is expected that the results of the junction capacity modelling for these three junctions will be submitted at Deadline 6, following a further meeting with SCC Highways in February 2026 to review the proposed scope,</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		methodology and scenarios for assessment. The final scope of the junction modelling remains under discussion between the Applicant and SCC Highways.	
AP60	Provide an update to the ExA as to whether concerns relating to the potential impact from Sea Link on the strategic road network, such as the A14 in Suffolk, have been addressed and whether any further mitigation is required.	To be actioned by National Highways	Deadline 4
AP61	Applicant to provide an updated cumulative traffic assessment based on an updated list of other projects and developments or provide an update as to when this will be submitted.	<p>The Applicant has received an updated list of additional cumulative schemes for consideration from both KCC Highways and SCC Highways. In addition to this, the Applicant is undertaking a review of the cumulative project long list to identify:</p> <ul style="list-style-type: none"> • Other existing and, or approved significant development not previously identified; • Other existing and, or approved significant development identified previously, but for which there is additional information (e.g. an Environmental Statement or PEIR); and • Other existing and, or approved development included on the original long list that have been withdrawn or are no longer being progressed. <p>Where new other existing and, or approved development is identified, these will be subject to shortlisting (Stage 2) in the same way as the original long list was, and any that are progressed to the revised short list will be considered by each topic to determine if it needs to progress to Stages 3 and 4 for that topic. This will be determined based upon:</p> <ul style="list-style-type: none"> • whether the scale and nature of the development means it is likely to have a significant cumulative effect; • whether there are likely to be shared receptors and/or pathways; and • whether there is anticipated to be an overlap in construction phases (for construction effects only). <p>Specifically in relation to the assessment of Traffic and Transport related effects, these additional cumulative schemes will be reviewed to determine whether there is sufficient information available (e.g. traffic forecasts) to inform a potential cumulative assessment, and to then determine whether these could individually result in the potential for significant cumulative effects when combined with peak construction traffic associated with the Proposed Project. Subject to this screening exercise, a separate cumulative Traffic and Transport assessment will be provided for the Proposed Project in combination with any additional existing and, or approved development following the same approach and methodology as previously adopted within Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects [APP-060] and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects [APP-073]. The results of this exercise, including any additional cumulative assessments (if required), will be submitted at Deadline 5.</p>	Deadline 4
AP62	Consider and discuss between County Councils and applicant whether information regarding predicted journey time analysis is required to be part of a robust traffic and transport assessment, including cumulative assessments.	<p>The Applicant has recently held meetings with KCC Highways (15 January 2026) and SCC Highways (22 January 2026) to review considerations relating to the Traffic and Transport assessment and will continue to engage with the relevant Local Highway Authorities (LHAs) during Examination.</p> <p>With respect to predicted journey time analysis, the junction capacity modelling outputs (see AP59) will provide further details of forecast junction capacity and journey time delays for localised parts of the highway network (at key junctions). The assessment work within Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport [APP-054] and Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport [APP-067] is robust and includes an assessment of Driver Delay across the highway network within each</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<p>respective study area based on worst-case construction traffic forecasts. The Traffic and Transport cumulative assessment work within Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects [APP-060] and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects [APP-073] is also worst-case on the basis that peak cumulative scheme traffic forecasts would fully overlap with the peak construction phase of the Proposed Project.</p> <p>Therefore, details of the predicted impacts of the Proposed Project on road user journey times (including Driver Delay) have been provided, with further details to follow as part of the junction capacity modelling. However, it will not be possible to provide more detailed information relating to predicted journey time analysis without an area-wide strategic transport model, which was not required as part of the Traffic and Transport assessment work. The scope of the Traffic and Transport assessment work was originally reviewed and agreed with the Local Highway Authorities at an early stage prior to DCO submission (during scoping meetings held in 2023), which did not include a requirement to utilise an area-wide strategic model based on the construction traffic forecasts of the Proposed Project. This remains the current agreed position.</p>	
AP63	<p>Clarify whether it is likely if the rail line under Benhall Rail Bridge would have to close if either proposed option from the applicant (bridge strengthening works or use of a mini-bridge) were undertaken to allow for abnormal load crossings? If so, what would the implications for this be?</p>	<p>To be actioned by Network Rail</p>	<p>Deadline 4</p>
AP64	<p>Provide a map showing the main diversion routes if Benhall Rail Bridge needed to be closed for a period of time to traffic.</p>	<p>A figure has been prepared (see Appendix E) to show the main diversion routes which could theoretically be used by existing (diverted) traffic during any temporary road closures of the Benhall Rail Bridge. This includes the routes which would logically be expected to be used by road users, depending on where they are travelling to and from. This includes several alternative routes to the B1119 through Saxmundham, including the B1121 Main Road to the north and the A1094 to the south.</p> <p>To confirm, the diversion routes shown on the figure do <u>not</u> represent routes which would be promoted by the Applicant, as any proposed 'sign posted' routes would firstly be subject to consultation (and agreement) with SCC Highways. In addition, the figure only shows the alternative routes which would be used by existing traffic, this does not represent the routes which would be used by construction traffic associated with the Proposed Project. The works at Benhall Rail Bridge would be scheduled to avoid periods when main construction traffic movements associated with the Proposed Project are required and HGVs would not be diverted or routed through Saxmundham at this time. Local access on the B1121 Main Road (south of Saxmundham) would also be retained during the Benhall Rail Bridge works, meaning that not all Future Baseline traffic flows would be redistributed as indicated and assessed.</p>	<p>Deadline 4</p>
AP65	<p>Provide an explanation and commitment as to when any closure of Benhall Rail Bridge would be phased in to occur, such as prior to other proposed onshore works in Suffolk for example.</p>	<p>The closure of Benhall Rail Bridge will be programmed in coordination with Network Rail and Suffolk County Council. The preference of the Applicant is that closure for remediation of the bridge could occur prior to the commencement of the main works at the Saxmundham Converter station, however this is not in the sole control of the Applicant. Should closure of the bridge occur following the commencement of the main works then the contractor would plan the main works around the agreed closure date, ensuring any plant and materials required for ongoing works at the converter station site are on site prior to the closure. The planning of works in this way would mean that no HGV construction traffic would use the proposed diversion route through Saxmundham.</p> <p>The CTMTP will be updated to reflect this commitment.</p>	<p>Deadline 4</p>

Action No.	ExA Description	Applicant's Response	Deadline
AP66	Would there be a preference as to the option chosen by the applicant for abnormal load crossings of Benhall Rail Bridge, if both options were feasible?	Subject to the timings of the Network Rail possessions the Applicant would prefer to bring the bridge back to its original design strength. This would be of benefit to the project, any future project and the local road network as a whole.	Deadline 4
AP67	On proposed new accesses, the applicant has stated that road safety audits have been carried out to show that the proposed new accesses are feasible and can be safe. Provide comments on this and whether it is considered that further information on road safety audits or other forms of information and evidence is necessary for the proposed new accesses during the Examination stage?	To be actioned by KCC and SCC	Deadline 4

Noise and Vibration

AP68	<p>Applicant to respond to:</p> <ul style="list-style-type: none"> (1) Appendix B of the applicant's Pegwell Bay Construction Method Technical Note [REP2-011] states 'not available' under the sound source for the Offshore trencher, argocat and mass flow excavator. Does this mean that these elements were or weren't assessed and in which case what assumptions were used and what are the implications for the noise contour mapping? (2) The applicant's response to ExQ 1NV15 [REP3-069] explains that noise contour mapping work assumes that the hoverport is soft ground and that this is proportionate due to the size of the area modelled. Given that the hoverport is largely hardstanding with vegetation and that it will be extensively used by construction vehicles, can the applicant provide further justification for this assumption? (3) First written question 1NV4 [PD-017], asked about use of hovercraft in Pegwell Bay. The applicant's response to 1NV4 [REP3-069] explains that the use of hovercraft is for safety purposes only and won't be used on a regular basis. Can the applicant explain how they would be brought to the site and how they would be stored? Can the use of the hovercraft be limited to emergency use in the dDCO or REAC? (4) ExQ 1MO4 [REP3-069] regarding piling noise levels and the use of an LAFmax of 91dB at 10m. This confirmed that the maximum piling noise level in the applicant's data set was 104 dB but values were more typically in the low 90dB range. Is the applicant able to provide this dataset to the examination to support this assumption? (5) At DL3 the applicant provided an operational noise contour plan for Saxmundham [REP3- 075]. Produce a similar plan for Minster converter station. (6) Explain why in figure 2 of the Operational Noise contour Plan [REP3-075] the noise level change contours are being compared with a 38dB LAeq8h level. 	<ul style="list-style-type: none"> (1) The Offshore Trencher and Mass Flow Excavator are both operated subsea so therefore were not assessed. Argocats have operator noise levels of 85.8 dBA at idle and 90.8 dBA during operation. Noise levels at 10 m for use in the assessment would be considerably lower than these values and would therefore not influence the noise contours as mapped. (2) The setting of "hard ground" or "soft ground" in the noise calculations reflects the propagation of noise between the source and the receptor, with sound attenuating more when passing over acoustically soft ground compared with hard ground. A setting of soft ground is used for this project because most of the ground between sources and receptors is natural rather than man-made, and considered acoustically soft. Adding a small area of hard ground would create inaccuracy in the results, and, given its likely negligible influence on the overall results, it is not considered proportionate to model in this way. (3) Hovercraft would be mobilised to site from onshore using a suitable vehicle / trailer setup to access via the hoverport to the mudflats. When not in use they will be stored in the onshore temporary construction compound with the other intertidal equipment. The Applicant will include a commitment to limiting the use of hovercraft in the next update to the REAC. (4) This is the dataset from historical noise surveys undertaken by AECOM of vibratory sheet piling at 10 m from the piling rig. The range of values is taken from the results from a programme of measurements across different operational steps of different piles being driven. This is provided in Appendix J in the form of excel spreadsheet. (5) A noise contour plan for Kent will be produced for Deadline 5. (6) The request for a noise contour plan originated from Suffolk Energy Action Solutions (SEAS) Deadline 1 Application Document Written representations (WR) and summaries for any that exceed 1500 words - noise & vibration [REP1-277]. The request was specifically for a 'scaled map of the converter station and surrounding area showing the predicted increase in soundscape shown as noise contours in dB(A)'. Contours are provided for both the predicted specific noise level from the converter, and a noise level change relative to 38 dBA. The 38 dBA value is based on the lowest representative average night-time ambient noise level from the baseline survey data in the area (Application Document 6.3.2.9.A Part 2 Suffolk Chapter 9 Suffolk Noise Survey Data [APP-135]). Receptors in the study area are proximate to different noise sources and have values no lower than 38 dBA. It would be disproportionate to produce a plan showing variation of baseline noise levels across the project area. As a worst-case, 38 dBA is used as it represents the highest potential noise level change. Additionally, it provides a clear indication of potential impact against the World Health Organisation Night Noise Guidance lowest observed adverse effect level (LOAEL) of 40 dB L_{night} and shows the proposed 	Deadline 4
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Action No.	ExA Description	Applicant's Response	Deadline
		converter station would not lead to an increase in noise levels above the LOAEL at nearby noise sensitive receptors.	
AP69	Provide a form of requirement wording, co-ordinated with SPR, that would enable the previous East Anglia 1 North Requirement 27 noise limit requirements for Friston/Kiln Lane substation to be satisfied.	The Friston/Kiln Lane substation will not include transformers or other equipment that would run continuously. There may be short-term noise from switchgear equipment operating a limited number of times a year. This was the reason why an assessment of operational noise was scoped out of the ES. There is therefore very limited potential for the substation to contribute to the cumulative noise level of all projects at nearby receptors. It is not appropriate for a noise limit for continuous sources to be applied to the switchgear equipment given its occasional short-term operation only.	Deadline 4
AP70	Provide a detailed assessment of low frequency noise impacts for proposed operational sites, based on the most up to date level of design detail available, incorporating comparison of dB(A) and dB(C) levels.	An assessment of low frequency noise, based on the most up to date level of design detail, will be provided at Deadline 5. The assessment will calculate dBC noise levels at nearby noise sensitive receptors and assess impact by comparison with baseline levels. The dBC index includes a greater proportion of low frequency noise compared with the dBA index, and the assessment will include a comparison between dBA and dBC levels.	Deadline 5
Marine physical environment			
AP71	The MMO was unable to attend the hearings. The MMO to respond to: <ul style="list-style-type: none"> The MMO's response to ExQ 1PE4 [REP3-094] explains that there would be a need for a designated disposal site for dredge arisings. MMO to explain the necessary steps required to be taken by the applicant prior to the close of examination to ensure that a dredge disposal area is defined. The MMO's DL2 response [REP2-056] highlighted a number of issues relating to the terminology associated with substances used in the marine environment (e.g. bentonite), emphasising the need for substances to be on the OSPAR pose little or no risk (PLONOR) list. Is there a need for the Deemed Marine Licence (DML) to explicitly secure that only substances from the OSPAR list are used in addition to the current provisions in Part 2, Condition 8 of the DML? 	The Applicant is providing its current position for information and to assist the ExA. The Applicant disagrees with the need for a designated disposal site outside of the order limits for the Proposed Project. The Applicant can confirm that pre-sweeping would be required if areas of large sand waves are identified within the Offshore Scheme which cannot be avoided. Pre-sweeping may be performed using a variety of tools including dredgers, MFE or controlled flow excavators (CFEs). The volume of material requiring disposal for the Proposed Project is up to 250,000 m3. The volume of material disturbed by sandwave clearance for the Proposed Project is not comparable to the volumes of material requiring disposal by offshore windfarm projects. For instance, Five Estuaries dredge and disposal activities for their project for sandwave clearing alone is 29,764,502 m3 with the East Anglian North Export Cable Corridor also requiring disposal of 1,000,000 m3 for sand wave levelling alone compared to the Proposed Projects 250,000 m3 for all activities. For the Proposed Project, the sand would be deposited within the Order Limits within the area of pre-sweeping in such a way that the local currents would not backfill the pre-sweep area prior to cable installation and protection. The mechanism to infill the rock trench and allow the seabed to revert to natural bedforms is by natural backfill and sediment circulation / deposition. This method has been applied to a number of other subsea cable projects including Eastern Green Link 1 and 2. The Applicant can confirm that the DML was updated and submitted at Deadline 3 to include the following text: <i>'—(1) Unless otherwise agreed in writing by the MMO, all chemicals used in the construction of the authorised development must be selected from the List of Notified Chemicals approved for use by the offshore oil and gas industry under the Offshore Chemicals Regulations 2002 (as amended) as maintained by Cefas'.</i>	Deadline 4
AP72	The applicant is asked to respond to the following question that was moved from the agenda to action points: <ul style="list-style-type: none"> The MMO [REP2-056] suggests that further work is necessary to assess contamination in the lagoon area including polycyclic aromatic hydrocarbons (PAH) and copper. The applicant comments that the lagoon would be avoided by trenchless crossing and that there would be 	The Applicant can confirm that there is no potential for any disturbance of contaminants within the lagoon on the basis that as set out in Application Document 9.84 Register of Environmental Actions and Commitments (REAC) [REP3-078] commitment GG35 the Applicant has committed to using trenchless technique in this location to avoid any interaction with the saltmarsh habitat and the lagoon. As set out in Application Document 9.13 (B) Pegwell Bay Construction Method Technical Note [REP2-011] there will be a requirement for the section of the marine cable(s) between Mean	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
	testing for contamination at the HDD exit location – can the applicant explain whether there is any risk that contaminants might be exposed due to open cut-trenching in Pegwell Bay and whether any testing of these sediments is also required?	<p>Low Water Spring (MLWS), and the trenchless technique exit locations to be buried in the subtidal mudflats. This will require the excavation of the sediment along this section of the cable route to achieve the target Depth of Lowering (1.5 m). However, no contaminants have been identified in the sediment/intertidal mudflats within this part of the bay. All excavated sediment will be placed back in the cable trench (backfill) following cable installation, further reducing the potential for the release of any contaminants.</p> <p>At the HDD exit locations, the excavated ground will be contained within a coffer dam, or similar containing structure, and the excavated sediment will be placed back in the excavation on completion of the works at the HDD exits.</p>	
AP73	NE and the Environment Agency (EA) to comment on the contrasting positions in [REP3A-028] and [REP2-051] regarding the potential for morphological change in Pegwell Bay due to the presence of HDD reception facilities.	To be actioned by NE and EA .	Deadline 4
AP74	Provide an explanation of whether a 3m depth of lowering in Pegwell Bay (3m below the bed level of the River Stour) is feasible and what the implications would be for the applicant's Environmental and Habitats Regulations assessments.	<p>Application Document 9.20.2: Landfall Sediment Modelling Report Pegwell Bay [PDA-038] indicates that the relative depth of the River Stour channel below the surrounding intertidal level varies from approximately 3.5 to 0.7 m. Factoring in a 3 m depth below the River Stour bed level, cable lowering will be between 6.5 and 3.7 m beneath the existing seabed.</p> <p>Lowering to 6.5m may be technically feasible from a burial assessment perspective but is on the upper limit of typical techniques. Additionally, lowering to 6.5m may create a thermal constraint on the cable system and its performance. Therefore lowering the cable to 6.5m below seabed introduces additional constructability and system performance risk.</p> <p>The implications for the current Environmental and Habitats Regulations assessments if an increased depth of lowering were to be undertaken within Pegwell Bay would be that the magnitude of disturbance activities at this location would likely increase through increased installation durations and spread of equipment.</p> <p>For these reasons and considering the predictions of likely future morphological changes in the bay (Ref. Applicant's response (No.4) to Natural England's advice on: [PDA-038] 9.20.2 Landfall Sediment Modelling Report – Pegwell Bay in Applicant's comments on Natural England Deadline 3 Submission [REP3-118]), the Applicant considers a 1.5m cable depth of lowering below seabed reasonable and proportionate.</p>	Deadline 4
AP75	Provide details of remedial measures that would be considered/implemented if buried cables in Pegwell Bay became exposed by future possible migration of the river channel from the HDD exit seaward.	<p>A preliminary inspection, maintenance and repair (IMR) programme as the basis for preventative maintenance, involves conducting bathymetric surveys to identify any localised exposed lengths of cable along the route, including in Pegwell Bay. Remedial operations would require methods, equipment and personnel similar to the cable installation operations described in Application Document 9.13: Pegwell Bay Construction Method Technical Note [REP2-011]. Remedial measures will likely involve additional cable lowering, by simply re burying the cable by excavation or trenching. Other measures may involve the addition of concrete mattresses or the installation of remedial rock.</p> <p>Application Document 9.84 Register of Environmental Actions and Commitments (REAC) [REP3-078] submitted at Deadline 3, MPE08, MPE08 states that further analysis will be undertaken to consider the potential for coastal erosion over the lifetime of the project in line with the final Offshore Construction and Environmental Management Plan. This information will be used to inform the detailed design of the Proposed Project, to ensure that the risk of future exposure of the offshore burial cables is reduced as far as practicable.</p>	Deadline 4
AP76	Provide a technical note in relation to the effect of the HDD bore emerging at the seabed on the Coralline Crag, explaining in detail why it would not create a longer term point of weakness within the wider sub crop.	The Applicant can confirm that a technical note has been submitted at Deadline 4. Please see document 9.113 The Coralline Crag Technical Note [TBC] .	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
AP77	Submit draft wording for a requirement in relation to decommissioning at the Suffolk landfall and River Fromus crossing.	To be actioned by the EA.	Deadline 4
AP78	Provide a clearer plan in relation to the HDD bore exit location, including a 45m offset from the Coralline Crag and suggested requirement or REAC wording to provide certainty regarding the exit location.	The Applicant can confirm that a technical note has been submitted at Deadline 4 which includes a clearer plan of the HDD exit location in relation to the Coralline Crag. Please see document 9.113 The Coralline Crag Technical Note [TBC] .	Deadline 4
AP79	Provide a technical note additional to the information provided in [APP-044] explaining the reasons for not moving the proposed cable route entirely south of the Coralline Crag as previously proposed.	A detailed response is provided within Appendix H.	Deadline 4
Climate Change			
AP80	KCC to provide response to ExQ1 1CC1 [PD-017] regarding climate change and the Finch judgement.	To be actioned by KCC	Deadline 4
Water Environment			
AP81	Set out all outstanding concerns regarding the adequacy of the DCO and outline management plans in relation to minimising the residual risk for surface water flooding and associated REAC commitments.	Response to be provided by Suffolk County Council.	Deadline 4
AP82	Applicant to update the drainage plan for Friston substation in coordination with SPR	Drainage plans have been provided within Application Document 9.17.1 Suffolk Drainage Strategy [REP3-060] , which has been produced in coordination with EA1N and EA2 projects. Application Document 2.14.1 Indicative General Arrangements Plans - Suffolk (Version 2, change request) [CR1-024] will be updated to align with the drainage strategy plans and submitted at Deadline 4.	Deadline 4
AP83	Set out position with respect to the Minster Converter Station and Substation footprint and any impacts on land drains are present which address surface water in the associated fields and these could be affected in a manner which increases the risk of flooding including having regards to the applicant's position as set out in the response to Kent County Council's Local Impact Report [REP2-028].	Response to be provided by Kent County Council and the Environment Agency.	Deadline 4
AP84	Set out position regarding land / coastal erosion with respect to flood risk and the Flood Risk Assessment.	Response to be provided by the Environment Agency. The Applicant wishes to note that coastal erosion and its potential to impact flood risk at the Proposed Project landfall locations in both Suffolk and Kent is addressed within Application Document 6.8 Flood Risk Assessment [APP-292] , notably paragraphs 4.3.23 and 4.3.24 (for the Suffolk landfall) and paragraphs 4.3.34 and 4.3.35 for Kent landfall. The assessment was informed by the conclusions of the physical processes assessments (Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment submitted at Deadline 4) and the design and mitigation measures secured regarding burial of the cables (measures MPE05, SN01, B68) detailed in Application Document 9.84 Register of Environmental Actions and Commitments (REAC) [REP3-078] .	Deadline 4
AP85	Provide an update on if it is necessary to relocate the proposed location of attenuation ponds for functional need including fluvial flooding matters.	The Applicant's position is as follows: In the Suffolk Onshore Scheme one temporary drainage pond was brought into fluvial Flood Zone 3 by the update to the flood map for planning under NaFRA2 in March 2025. The flood extent is associated with the upper reach of a small tributary of the River Fromus tributary. This pond would be in place for approximately two years. A conservative assessment estimates displacement of 140 m ³ of storage in a flood event with a 1% annual chance. An event of this	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
AP86	Set out all remaining areas of disagreement regarding the applicant's approach to applying the sequential and exception tests.	<p>magnitude is a low risk of a flood event during the two year construction period. There are no vulnerable flood risk receptors in the vicinity of the pond, and its location was selected to reduce impact to the landowner and its position is in a topographical low spot to facilitate drainage by gravity. For these reasons it is not considered necessary to relocate the pond.</p> <p>In the Kent Onshore Scheme there is one temporary drainage pond in the fluvial Flood Zone 3 of the River Stour. Similarly, this feature would be in place for a relatively short timescale (approximately two years), is situated to outfall into a nearby drain and would not pose an increase in flood risk, as there are no vulnerable receptors in proximity. It is therefore concluded that it is not necessary to relocate the pond.</p> <p>A new commitment is being added to the Application Document 9.84 Register of Environmental Actions and Commitments [REP3-078] to secure the removal of temporary basins and outfalls.</p> <p>The Applicant's position is summarised as follows:</p> <p><u>Sequential Test</u></p> <p>In the Application Document Responses to ExQ1 [REP3-105] from the Environment Agency, the Environment Agency has queried the approach that is being taken to classifying the project in terms of the NPPF PPG flood vulnerability categories.</p> <p>The Applicant confirms that the Proposed Project has been assessed as Essential Infrastructure and is not being split into component parts, with different vulnerability categories applied. The term 'water compatible' that was applied within the Application Document 6.8 Flood Risk Assessment [APP-292] with reference to some parts of the Project, for example, the drainage outfalls and pylons, was intended to mean that under flood conditions these elements of the Project would remain safe and operational.</p> <p>In the Application Document Responses to ExQ1 [REP3-101], Suffolk County Council (SCC) note that the linear nature of the Suffolk Onshore Scheme, along with the multitude of social and environmental constraints, means that it is inevitable that not all parts of the Proposed Project can reasonably be located within areas at the lowest risk of surface water flooding. The Council is satisfied that the most vulnerable parts of the Proposed Project have been sited to avoid areas at high risk of surface water flooding.</p> <p>Outstanding concerns relate to the adequacy of the DCO and outline management plans in relation to minimising the residual risk for surface water flooding. SCC requires the Applicant to submit a construction surface water drainage strategy as part of discharging a DCO Requirement in accordance with the National standards for sustainable drainage systems (SuDS). SCC recognises the commitment made in the REAC (W14) and requests this is updated to reference the National SuDS Standard.</p> <p>The Applicant confirms that this update will be made in the next iteration of Application Document 9.84 Register of Environmental Actions and Commitments [REP3-078].</p> <p>SCC also note that the information supplied in Appendix C of Application Document 6.8 Flood Risk Assessment [APP-292] lacked in sufficient detail. The Applicant confirms that the deadline 3 submission Application Document 9.17.1 Suffolk Drainage Strategy [REP3-060] provides additional supplementary information and is engaging with SCC and the other drainage authorities (forthcoming meetings 12 February 2026) regarding the content of this report.</p> <p>In the Application Document Responses to ExQ1 [REP3-091] Kent County Council (KCC) did not make any comments regarding the applicant's approach to applying the sequential test, and it is understood that there are no areas of disagreement on this topic.</p> <p><u>Exception Test</u></p> <p>In the Application Document Responses to ExQ1 [REP3-105] the Environment Agency state that the Proposed Project is not compliant with the Exception test due to a number of issues</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline												
		relating to aspects of the development in Suffolk and Kent. These are summarised in the table below, together with the Applicant's proposals for resolving these matters.													
		<table border="1"> <thead> <tr> <th data-bbox="1270 302 1406 329">EA Issue</th> <th data-bbox="1590 302 1905 329">Applicant's Response</th> </tr> </thead> <tbody> <tr> <td data-bbox="1270 363 1555 537"> <p>Suffolk – Fromus crossing</p> <p>EA081: sensitivity to roughness within the modelling</p> </td> <td data-bbox="1590 363 2561 905"> <p>The Fromus channel is subject to seasonal changes in vegetation cover, so roughness values for the flood model were chosen to represent the average state of the channel (supported by site observations in summer and winter 2025).</p> <p>In line with good practice, a sensitivity test done, whereby roughness was increased by 20%.</p> <p>Flows remain in channel at the crossing site. Flows exceed the channel upstream of the bridge and flow south down the right bank floodplain, to interact with the ramped bridge abutment. The abutment does not block the flow which can pass freely around the structure and continue down the floodplain.</p> <p>Minor water level increases are restricted to land within the Order Limits and therefore do not increase flood risk to third party land.</p> <p>The Exception Test is satisfied as the development will be safe, without increasing flood risk elsewhere.</p> </td> </tr> <tr> <td data-bbox="1270 932 1555 1106"> <p>Suffolk</p> <p>EA065, EA091, EA094 Attenuation basin and outfalls within Flood Zone 3</p> </td> <td data-bbox="1590 932 2561 1039"> <p>Please refer to the response to AP85.</p> <p>The Exception Test is satisfied as the development will be safe, without increasing flood risk elsewhere.</p> </td> </tr> <tr> <td data-bbox="1270 1203 1484 1230"> <p>Drainage pipes</p> </td> <td data-bbox="1590 1173 2561 1274"> <p>It is clarified that these pipes will be buried – therefore this aspect of the development would remain operational in time of flood, without increasing flood risk elsewhere.</p> </td> </tr> <tr> <td data-bbox="1270 1304 1584 1614"> <p>Suffolk and Kent</p> <p>The FRA should provide clarification on Flood Zone 3a versus 3b in the context of the proposal or provide justification for why this isn't necessary.</p> </td> <td data-bbox="1590 1304 2561 1539"> <p>Application Document 9.4 Supplementary Environmental Information - Flood risk assessment [AS-099] provides further clarification on the Proposed Project interactions with Flood Zones 3a and 3b. Additional information on the River Stour floodplain is being submitted by the Applicant at Deadline 4 (Application Document 9.101: Kent Onshore Scheme – Fluvial Flooding from the River Stour submitted at Deadline 4).</p> </td> </tr> <tr> <td data-bbox="1270 1644 1584 1957"> <p>Kent</p> <p>There is a lack of detailed design information for the temporary river crossing of the Stour, the pylons and haul or access roads across the floodplain,</p> </td> <td data-bbox="1590 1644 2561 1913"> <p>At this stage of the Proposed Project detailed designs are not available. However, as secured by commitment W01 in Application Document 9.84 Register of Environmental Actions and Commitments [REP3-078], qualifying activities within floodplains such as installation of the Stour crossing and the access tracks, will be in accordance with a method approved under Flood Risk Activity Permits issued by the Environment Agency. This mechanism ensures that the detailed design of these elements will satisfy the exception test.</p> </td> </tr> </tbody> </table>	EA Issue	Applicant's Response	<p>Suffolk – Fromus crossing</p> <p>EA081: sensitivity to roughness within the modelling</p>	<p>The Fromus channel is subject to seasonal changes in vegetation cover, so roughness values for the flood model were chosen to represent the average state of the channel (supported by site observations in summer and winter 2025).</p> <p>In line with good practice, a sensitivity test done, whereby roughness was increased by 20%.</p> <p>Flows remain in channel at the crossing site. Flows exceed the channel upstream of the bridge and flow south down the right bank floodplain, to interact with the ramped bridge abutment. 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Action No.	ExA Description	Applicant's Response	Deadline
		<p>therefore, it is difficult to determine whether this part of the development would increase flood risk elsewhere.</p> <p>Kent To ensure compliance with exception test, we'd require a commitment to compensation for works within fluvial areas within the River Stour floodplain.</p> <p>The matter is currently being assessed by the Applicant, on receipt of new information from the Environment Agency received on the 19 January 2026. Further detail is provided in Application Document 9.101: Kent Onshore Scheme – Fluvial Flooding from the River Stour that will be shared to the examination at Deadline 4.</p> <p>In the Application Document Responses to ExQ1 [REP3-101] Suffolk County Council (SCC) made no comments specific to the Exception Test, deferring to the Environment Agency and supporting their view.</p> <p>In the Application Document Responses to ExQ1 [REP3-091] Kent County Council (KCC) note that they are content with the Flood Risk Assessment contents from a surface water perspective, and as part of detailed design submissions going forward (secured by commitments W11 and W14 in Application Document 9.84 Register of Environmental Actions and Commitments [REP3-078]). KCC would ensure that any proposals are designed to remain operational and safe from a surface water management perspective. KCC defer to the Environment Agency to comment with regards to tidal flood risk. It is therefore understood that there are no areas of disagreement linked to the Exception Test.</p>	
AP87	Set out position with respect to requested wording for requirement in dDCO regarding the Water Framework Directive (WFD) and a 4m bridge soffit height at the proposed River Fromus bridge crossing.	Response to be provided by the Environment Agency.	Deadline 4
AP88	Confirm any outstanding concerns with respect to meeting the objectives of the WFD.	Response to be provided by the Environment Agency, Kent County Council and Suffolk County Council.	Deadline 4
Shipping and Navigation			
AP89	Updated navigation and installation plan (NIP) to be provided, to include additional geographical area(s) of interest requested by the Maritime and Coastguard Agency (MCA) and matters relating to vessel management for the entire cable route (not just the defined areas of interest). Alternatively provide a standalone vessel management plan for the entire offshore scheme.	<p>The Applicant can confirm that an update to Application Document 9.12 Outline Navigation and Installation Plan [AS-104] has been submitted at Deadline 4, taking into account stakeholder comments from Written Representations and MCA feedback received during a meeting on the 16 January 2026.</p> <p>The Applicant has discussed this matter further with the MCA in a meeting on 16th January 2026, and the MCA has indicated that they may withdraw their requirement for an additional document Vessel Traffic Management Plan (VTMP), provided the required information is included in the existing outline NIP document.</p> <p>London Gateway Port Limited in their comments on the Applicant's responses to the ExA first round of Written Questions states that “such matters should be dealt with in the NIP and there is no value in an unnecessary proliferation of plans”.</p> <p>The Applicant likewise considers that a VTMP is not required for the Proposed Project in regard to shipping and navigation. The outline NIP provides relevant project details to stakeholders</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<p>enabling communication and collaboration and represents a key management of risk with regard to shipping and navigation at the key areas identified through consultation with stakeholders.</p> <p>The Applicant considers that as the Proposed Project is an offshore cables project rather than an offshore wind farm project, only a limited number of project vessels will operate within the cable corridor at any given time. Consequently, implementing a VTMP for the entire route would not be proportionate.</p>	
AP90	Applicant to provide update on avoiding planned cable joints in the areas of interest, taking into account the Port of London Authority's (PLA) view that it needs to be secured through a condition on the DML and that the REAC is not sufficient.	<p>The Applicant can confirm that there are no planned cable joints within the three Areas of Safeguarded Depth excluding the need for any unforeseen repairs during installation and/or the operational lifetime.</p> <p>The Applicant confirmed that this is currently secured within the Outline Cable Specification and Installation Plan (Application Document 9.92) submitted at Deadline 4. Under Condition 4 of the DML a Cable Specification and Installation Plan document in respect of those licensed activities, which is in general accordance with the principles set out in the outline Cable Specification and Installation Plan must be submitted to the MMO for approval before works can commence.</p> <p>However, the Applicant confirms that it is reviewing the Securing Mechanisms for Shipping and Navigation commitments for the Proposed Project, this includes the use of dDCO Requirements and DML conditions. An update to the Draft DCO/DML will be submitted at Deadline 5.</p> <p>Furthermore, the Applicant has emailed the relevant Port Authorities on 06 February 2026 with its proposed approach to the securing mechanisms for Shipping and Navigation.</p>	Deadline 4
AP91	MCA to clarify the additional area of interest that it stated it is seeking and provide the reasoning for seeking its inclusion in the NIP.	To be actioned by MCA.	Deadline 4
AP92	Provide update on securing future dredging depths through the dDCO requirements and DML condition(s) in consultation with the relevant stakeholders.	<p>A Plan of the Areas of Safeguarded Water Depth has been submitted at Deadline 4 (Application Document 9.104).</p> <p>The future dredging depths for the three Areas of Safeguarded Water Depth are currently secured within the Outline Cable Specification and Installation Plan (Application Document 9.92) submitted at Deadline 4 and also included within the Protective Provisions with PLA and LGPL which are currently being developed.</p> <p>However, the Applicant confirms that it is reviewing the Securing Mechanisms for Shipping and Navigation commitments for the Proposed Project, this includes the use of dDCO Requirements and DML conditions. An update to the Draft DCO/DML will be submitted at Deadline 5.</p> <p>Furthermore, the Applicant has emailed the relevant Port Authorities on 06 February 2026 with its proposed approach to the securing mechanisms for Shipping and Navigation.</p>	Deadline 4
AP93	Provide an update on whether REAC SN22 provision should be secured in the dDCO/DML	<p>The Applicant can confirm that REAC Provision SN22 has already been secured within the dDCO/DML submitted at Deadline 3 under Pre-construction Plans and Documentation, and Maintenance.</p> <p><i>4.- (6) In undertaking the licensed activities, the undertaker must not reduce water depth by more than 5% unless agreed with the MMO in writing.</i></p> <p>The Applicant will however review this text to ensure that the MCA is included as a consultee to this process. An update to the Draft DCO/DML will be submitted at Deadline 5.</p>	Deadline 4
AP94	Provide an update on safeguarding location for crossing with Gridlink. Provide an update on discussions with Gridlink including as to whether this should be through a cable crossing agreement or whether an area needs to be safeguarded as an area of interest to provide adequate certainty.	<p>The Applicant has provided a summary of the status of the in-service crossings and planned developments likely to cross the Offshore Scheme in Application Document 9.74 Shipping and Navigation Under-Keel Clearance Marine Engineering Technical Note [REP1A-038].</p> <p>With regards to planned crossings within the "North East Spit" Area of Safeguarded Water Depth, the Applicant met with GridLink on 12 Nov 2025 to confirm the Applicants proposed cable crossing location in deeper water within the order limits; the Applicant had kept the order limits</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<p>wide here to enable such mitigation. The location, which has been agreed in principle with GridLink ensures that the required 12.5 m depth below CD level is maintained within the NE Spit Area of Safeguarded Water Depth for both the crossed and crossing parties.</p> <p>The Applicant confirms that this is currently secured within the Outline Cable Specification and Installation Plan (Application Document 9.92) submitted at Deadline 4, and Protective Provisions with PLA and LGPL.</p> <p>The Applicant confirms that it is reviewing the Securing Mechanisms for Shipping and Navigation commitments for the Proposed Project, this includes the use of dDCO Requirements and DML conditions. An update to the Draft DCO/DML will be submitted at Deadline 5.</p>	
AP95	Provide an update to the REAC to include exclusion zones.	<p>The Applicant can confirm that Application Document 9.84 Register of Environmental Actions and Commitments (REAC) [REP3-078] will be updated to include a commitment to exclude permanent exclusion zones and submitted at Deadline 4A.</p> <p>The Applicant's approach to safety zones is also secured within Application Document 9.12 Outline Navigation and Installation Plan has been submitted at Deadline 4.</p> <p>The Applicant confirms that is currently reviewing the REAC and associated Requirement 6 in light of the points raised at the ISH2, and proposes to ameliorate that drafting such that the provisions raised at the hearing are appropriately secured The REAC will be submitted at Deadline 4A.</p>	Deadline 4
AP96	Provide an update to the REAC in relation to safety zones, in response to the PLA's request at DL3 for improved commitment in terms of communication.	<p>The Applicant can confirm that Application Document 9.84 Register of Environmental Actions and Commitments (REAC) [REP3-078] will be updated in response to the PLA's request at DL3.</p> <p>The Applicant confirms that is currently reviewing the REAC and associated Requirement 6 in light of the points raised at the ISH2, and we propose to ameliorate that drafting such that the provisions raised at the hearing are appropriately secured The REAC will be submitted at Deadline 4A.</p>	Deadline 4
AP97	Provide an update to the 3.5 Consents and Agreements Position Statement [APP-010] in relation to including cable crossing agreements in the appropriate section of the document (table 2.1 or section 1.5).	The Applicant confirms that Application Document 3.5 Consents and Agreements Position Statement has been updated and submitted at Deadline 4.	Deadline 4
AP98	MCA to provide the applicant with an updated defined area for the avoidance of concurrent restricted ability to manoeuvre activities and restriction on activities when visibility is poor in relation to Sea Link activities.	<p>The Applicant is stating its current position for information and to assist the ExA.</p> <p>The Applicant takes the view that the Sea Link oNIP (Application Document 9.12 Outline Navigation and Installation Plan (oNIP) [TBC]) is the appropriate place to secure the matter of concurrent Restricted in Ability to Manoeuvre (RAM) operations, and this aligns with the approach taken in the Five Estuaries and North Falls DCO applications, as they secure this matter within their NIPs. The Applicant submitted the draft Outline NIP to PINS on 1st September 2025, as part of the Applicant's response to the ExA's s89(3) letter dated 5 August 2025.</p> <p>The Sea Link NIP contains a figure which shows the Sea Link "Concurrent RAM Activity Area" which has been previously been agreed with Port of London Authority (PLA) Harwich Haven (HHA) and the Sunk Vessel Traffic Services (VTS) / Maritime Coastguard Agency (MCA), Trinity House, Five Estuaries and North Falls during a face to face workshop led by Five Estuaries on the 14 June 2024 (Application Document 7.4.9 Draft Statement of Common Ground Harwich Haven Authority [REP1-080] and Application Document 7.4.11 (B) Draft Statement of Common Ground Port of London Authority [REP1-082]).</p> <p>This agreed area also aligns with the Concurrent RAM Activity Areas defined within the Five Estuaries and North Falls NIPs. The Applicant has identified these two developments as the two</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<p>developments which have the possibility of their construction programmes overlapping temporally with the Sea Link construction programme.</p> <p>The Applicant is in active discussions with the MCA around their new area where Concurrent RAM Operations should be avoided. An email confirming the MCA's current position was received on 21 January 2026 via email.</p> <p>The Applicant is concerned that this increased area proposed by the MCA means that the Proposed Project could be held to a different area for RAM SIMOPS which the other relevant developers, namely Five Estuaries and North Falls are not held to in their DCO. This poses substantial legal risks to the Proposed Project given the temporal overlap of the above-named projects (one of the key reasons as to why a concurrent RAM activity area needed to be identified and agreed between developers in the first place).</p> <p>Additionally, the Applicant is not aware of any future developments outside of North Falls and Five Estuaries which would have a possibility of their construction phase coinciding with Sea Link, therefore the Applicant is unsure of which additional projects this new MCA area could apply to.</p> <p>Previous to this new discussion with the MCA, the Applicant had established in discussion with Harwich Haven Authority, Port of London Authority and Sunk VTS (Application Document 7.4.9 Draft Statement of Common Ground Harwich Haven Authority [REP1-080] and Application Document 7.4.11 (B) Draft Statement of Common Ground Port of London Authority [REP1-082]) that the Sea Link project should align with the Five Estuaries and North Falls projects' "Concurrent RAM Activity Area" which is shown in each of their NIP documents.</p> <p>This would ensure agreement amongst the three developments, and clarity amongst all stakeholders (ports and developers), of a common agreed area where simultaneous RAM operations between any of the three developments should be avoided. The Applicant will review the response to AP98 when received from the MCA and respond at Deadline 5.</p>	

AP99	Consider whether REAC points in relation to shipping and navigation need to be secured in DML.	<p>The Applicant confirms that it is reviewing the Securing Mechanisms for Shipping and Navigation commitments for the Proposed Project, this includes the use of dDCO Requirements and DML conditions. An update to the Draft DCO/DML will be submitted at Deadline 5.</p> <p>Furthermore, the Applicant has emailed the relevant Port Authorities on 06 February 2026 with its proposed approach to the securing mechanisms for Shipping and Navigation.</p> <p>Our current approach to securing Shipping and Navigation requests is outlined below.</p>	Deadline 4
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Securing Mechanism							
Item Description	Certified Plan (Art.60)	Deemed Marine Licence				Other	
		Direct DML Conditions	Prior consultation/ requirements under Protective Provisions	Outline CSIP	Outline NIP	REAC	Crossing Agreements
Areas of Safeguarded Depth							
<i>Areas identified by the Port Authorities for future dredging which comprises three areas: Sunk Pilot boarding area, Long Sand Head Two-Way Route crossing area, and North East Spit area.</i>	x		x	x			
Depth Protection			x	x			

Action No.	ExA Description	Applicant's Response						Deadline
	<i>The specific figures of the depths to be safeguarded for future dredging</i>							
	Crossings <i>Includes Grid Link co-engineering</i>			x	x	x	x	x
	Cable Joints <i>No planned cable joints within the three Areas of Safeguarded Depth excluding the need for any unforeseen repairs during installation and/or the operational lifetime.</i>				x			
	5% Maximum Depth Reduction <i>the undertaker must not reduce water depth by more than 5% unless agreed with the MMO in writing.</i>		x				x	
	Concurrent Restricted in Ability to Manoeuvre (RAM) activities. <i>In relation to simultaneous activities involving vessels planned by the Five Estuaries and North Falls project developers.</i>					x	x	
	Consultation and Notice <i>Consultation principles inserted to Protective Provisions provide clarity and certainty on consultation process.</i>		x	x				
	Safety/ Exclusions Zones <i>Permanent exclusion zones are not required, as the Offshore Scheme.</i> <i>The Applicant commits to instituting a rolling 500 m Recommended Restricted Zone around construction vessels as is standard practice.</i>					x	x	
	Wet Storage <i>The location of planned wet storage areas if required will also not</i>				x			

Action No.	ExA Description	Applicant's Response	Deadline
		<p><i>occur within three Areas of Safeguarded Depth.</i></p>	
		<p>The Applicant agrees that the commitment to protect dredging depths within the defined Areas of Safeguarded Depth and in the terms proposed is acceptable in principle. The outstanding question is the appropriate mechanism for securing the commitment, in particular whether this should be through a DCO Requirement or as a condition within the Deemed Marine Licence. The Applicant's current approach is to secure the commitment through the DML.</p> <p>Condition 4 of the DML requires the CSIP to be submitted to and approved by the MMO before works can commence. The CSIP needs to be generally in accordance with the outline CSIP (which already features the commitment) and the CSIP must include details regarding the installation depth. Under the Protective Provisions, the Applicant is then again required to ensure that the CSIP includes the commitment and that the Port Authorities are consulted on this to make sure of that before it is submitted to the MMO. This ensures that the Port Authorities have a direct role in validating that the commitment is properly reflected before approval is sought.</p> <p>Once submitted to and approved by the MMO it forms part of the licenced activities which are enforced by the existing and comprehensive regulatory regime under the Marine and Coastal Access Act 2009. This is all done by reference to the Areas of Safeguarded Depth Plan which is certified so that all parties have certainty on the areas to which the commitment applies.</p> <p>Such a DCO Requirement would need a discharging authority and clear mechanisms to discharge the Requirement (or confirm compliance). Given the Areas of Safeguarded Water Depth are located offshore, there is no relevant planning authority with an existing regulatory scheme so the Requirement would need to be tailored to set out these elements in full. The discharging authority could be one of several parties with overlapping interests (including the PLA, MCA or LGPL) but because only one party can be the discharging authority (with others potentially as 'Requirement Consultees'), the Applicant would expect this Authority to be the MMO.</p> <p>Any such Requirement would then need to set out how the MMO would approve, regulate, and discharge this Requirement. These are all things which already exist in the DML scheme under the Marine and Coastal Access Act 2009.</p> <p>Securing the commitment as a condition in the DML follows a clearer route and ensures that the works can only commence after the CSIP (which must include the depth protection commitment) is approved by the MMO. Enforcement falls to the MMO under s.85 of the Marine and Coastal Access Act 2009. This is a comprehensive statutory framework which grants the MMO enforcement powers including in respect of marine licence conditions.</p>	
AP100	Provide a list of any additional REAC points you consider should be secured in the DML.	To be actioned by PLA.	Deadline 4
Socio-economics and Tourism			
AP101	Respond to requests for there to be monitoring and adaptive management at the post- construction phase in terms of tourism impacts, including accommodation availability and demand, and how this could be secured.	<p>For the purposes of the Applicant's response, it is assumed that the ExA meant to refer to monitoring and adaptive management in the post-consent phase, not the post-construction phase, as was discussed in the hearings.</p> <p>The Applicant is setting up meetings with the local planning authorities to discuss the potential for monitoring impacts on visitors and tourism following the grant of development consent (if granted). The Applicant is also reviewing potential opportunities to liaise with tourism related businesses to seek their views on how tourism impacts can be minimised.</p> <p>The Applicant is working closely with Sizewell C and SPR to explore ways that the impacts of construction workers traveling to site and staying in the local area could be minimised. The Applicant has had several meetings with Sizewell C, discussing the shared use of the Park and</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<p>Ride Facilities being built by Sizewell C, the buses that they are providing for workers from Ipswich Train Station and any future initiatives they are planning. The types of construction workers used for the Proposed Project are more likely to stay in hotels within cities and large towns where they have access to other facilities based on experience from other National Grid projects.</p> <p>It is likely that the securing of the above points would be in the form of commitments in the Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC) [REP3-078], the details of which will be discussed with the local planning authorities.</p>	
AP102	District and County Councils to provide details as to what tourist accommodation may be available for tourists, taking into account Sea Link and other development workers who may be staying in such accommodation within the construction phases.	To be actioned by relevant councils.	Deadline 4
AP103	TDC to provide relevant data from its 2025 visitor survey	To be actioned by TDC.	Deadline 4
AP104	Outline the worst-case level of rental accommodation levels that may be required for workers in Suffolk and Kent for Sea Link, considering the cumulative number of other development workers that may also require accommodation.	The Applicant is considering this and needs to check specific data sources and is waiting to hear back on queries related to this. The Applicant will provide a response to this request at Deadline 4A.	Deadline 4
AP105	Provide a skills and employment plan, which shall include a local education/training strategy, or provide a timetable for its submission.	As set out in Application Document 6.2.2.10 (B) Part 2 Suffolk Chapter 10 Socio-economics, Recreation and Tourism [REP1A-005] and Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism [REP1A-007] , the number of jobs supported by the Proposed Project is relatively low and short-term, when considered in isolation. The average construction workforce required for the Suffolk and Kent Onshore Schemes is 86 and 67 Full Time Equivalents (FTEs) per annum respectively. However, the Applicant recognises the importance of realising local skills and employment opportunities and is looking to discuss the terms and develop Skills and Employment Plans in liaison with the local planning authorities. The Applicant intends to submit outline Skills and Employment Plans at Deadline 6. The Applicant will arrange meetings to progress and discuss suitable opportunities that will form the outline plans with the local authorities.	Deadline 4
Health and Wellbeing			
AP106	Applicant to confirm whether bank holiday working could be by agreement with the local planning authority rather than permitted within set hours (as currently included in the dDCO). This is given that the applicant has suggested that bank holiday working would be unlikely and it is also possible that necessary works on bank holidays could be programmed in advance with local authority agreement.	<p>The Applicant has considered programme implications and risk for the Proposed Project, and has concluded that it can accommodate the exclusion of bank holidays from the core working hours at the converter station site in Suffolk and the converter and substation site in Kent (except by agreement with the local planning authorities), without prejudicing its ability to accelerate the project in accordance with the NESO Clean Power 2030 objectives.</p> <p>Furthermore, and recognising the desirability of this outcome to stakeholders and communities, the Applicant is also able to agree that for the bank holiday Mondays that form part of a 'bank holiday weekend' (meaning Easter Monday, the early May bank holiday, the Spring bank holiday, and the summer bank holiday) the associated (preceding) Saturday and Sunday are also not worked. This is facilitated by the likely implications of the exclusion of the bank holiday Mondays on contractor shift patterns, and also reflects the fact that the Applicant does not anticipate working every weekend in all areas of the project at all times in any case. On this basis, the Applicant is comfortable reducing its flexibility in the manner proposed at the converter station sites, although further limitations would introduce unacceptable risks to the ability to programme and deliver the works in a sufficiently timely manner.</p> <p>This reduction in flexibility is proposed specifically at the converter station site in Suffolk and the converter and substation site in Kent, because it is acknowledged that these are large static construction sites where work will be being undertaken for 4-5 years (as opposed to smaller</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<p>single site works such as individual substations, or works with shorter construction periods). Notwithstanding this, the reducing in flexibility on bank holidays and the bank holiday weekends set out above is not for the purpose of mitigating effects (the ES identifies no impacts that would require this mitigation) but is proposed following a project-specific review in the context of ongoing discussions with stakeholders.</p> <p>The possibility of working on bank holidays is retained for those works which are likely to be more transient, for example the cable sections, where construction activity will be undertaken at each location for shorter periods of time in any case. The possibility of working on bank holidays is also retained for any railway works, where possessions may be dictated by third parties and where bank holiday work may be a necessity.</p> <p>Wording reflecting the above has been added to Requirement 7 (see Appendix C 'Revised dDCO Requirements')</p>	
Cumulative Effects			
AP107	Update relevant Sea Link cumulative and in-combination assessments based on the new information released for LionLink, including but not limited to the Environmental Statement, Habitats Regulations, Marine Conservation Zone and WFD assessments.	The Applicant confirms that this action will be completed and submitted in Application Document 9.108 Applicant's Response to January Hearing Action Points from Compulsory Acquisition Hearing 1 (CAH1) and Issue Specific Hearing 2 (ISH2) for Deadline 5.	Deadline 5
AP108	Note confirming timescales for producing the updated cumulative assessments referred to in the previous action point.	Wherever possible the Applicant will provide new assessment work, if required, at Deadline 5; however, in the unlikely event that a substantial amount of detailed assessment work is required to update the inter-project cumulative effects assessments it is possible that information may not be available until Deadline 6.	Deadline 4
AP109	Cumulative visualisations to be prepared using information now available for LionLink. This will include the LionLink converter station. Provide clarification as to whether this will include the additional bays to Friston substation required for LionLink as set out in their statutory consultation documentation.	Cumulative visualisations have been prepared with LionLink, which are provided within Appendix A LionLink Cumulative Visualisations . These include both the LionLink Converter Station and the additional bays proposed by LionLink at the Friston (Kiln Lane) substation.	Deadline 4
AP110	Update list of committed developments in inter-project cumulative assessments and provide supporting note to assessment approach.	<p><u>List of Committed Developments</u></p> <p>The Applicant has provided an initial update to the list of committed developments at Deadline 4. These are included as Appendix G List of additional 'other existing and, or approved developments'. This list includes all new developments identified within 20 km of the Proposed Project's Order limits. The fully updated long and short lists, as well as any sensitivity test findings will be provided at Deadline 5. The reason that the full update will take longer is the need to review all projects on the original long list to identify if any additional information has been submitted since August 2024.</p> <p><u>Assessment Approach</u></p> <p>The Planning Inspectorate's guidance on cumulative effects assessment states that: "<i>Further assessment may be required during the examination stage for any newly identified 'other existing development and, or approved development' with potential to give rise to significant effects. This may be requested by the Examining Authority</i>"</p> <p>In line with the PINS guidance, the Applicant is undertaking a review of the cumulative project long list to identify:</p> <ul style="list-style-type: none"> • other existing and, or approved development not previously identified; • other existing and, or approved development identified previously, but for which there is additional information (e.g. an Environmental Statement or PEIR); and 	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
AP111	Provide further justification for the applicant's approach to quantification of magnitude/degree of significance of effects in cumulative (intra-project) assessments and how the various effects interact with each other.	<ul style="list-style-type: none"> other existing and, or approved development included on the original long list that have since been withdrawn or are no longer being progressed. <p>Where new 'other existing and, or approved development' is identified, these will be subject to shortlisting (Stage 2) in the same way as the original long list was, and any that are progressed to the revised short list will be considered by each topic to determine if they need to progress to stages 3 and 4 for that topic. This will be determined based upon:</p> <ul style="list-style-type: none"> whether the scale and nature of the development means it is likely to have a significant cumulative effect; whether there are likely to be shared receptors and/or pathways; and whether there is anticipated to be an overlap in construction phases (for construction effects only). <p>If the additional information means assessment is now possible where it was not considered possible previously, an assessment will be undertaken.</p> <p>For projects where there was information that was assessed previously, or there were assumptions applied (e.g. for LionLink) a sensitivity test will be undertaken to consider if the original assessment findings would still apply. If it is considered that the new information could change the findings of the previous assessment, then further assessment work will be undertaken.</p> <p>If any projects have been subsequently withdrawn or are no longer proposed, these will be removed from the long list.</p> <p>During ISH2 the Applicant explained the further work that had been undertaken to review the potential significant intra project effects reported in the Application Documents 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects [APP-059] and 6.2.3.12 Part 3 Kent Chapter 12 Kent Onshore Scheme Intra-Project Cumulative Effects [APP-072].</p> <p>The Applicant held a workshop with the topic leads for the topics that were considered to contribute to the potential intra-project cumulative effects on residential receptors. These topics were noise, landscape and visual, traffic and transport, socio-economics and health and wellbeing. During the workshop further consideration was given to all residential (and other) properties within 300 m of the Order limits of the Proposed Project. This distance was agreed upon because it is the study area for noise and vibration effects and, as such, no noise effects would be anticipated beyond this distance. An editable layer was created in the project GIS and each of the teams who originally provided primary assessment results (landscape and visual, traffic and transport, and noise and vibration) reviewed residential properties to report if effects for their topic were likely to occur and, if so, their potential significance. This assessment was largely qualitative and based upon professional judgement, as not every residential property had been subject to quantitative assessment by the contributing topics.</p> <p>The visual, traffic and noise information was then reviewed by the socio-economics team who considered the potential for a combined cumulative amenity effect upon each property. These findings were then reviewed by the cumulative assessment lead.</p> <p>It is important to note that this is not an approach typically undertaken in EIA as EIA considers public/community interests rather than private interests. Although individual residential properties are sometimes assessed as representative receptors, such as the Noise Sensitive Receptors (NSRs) assessed in the Noise and Vibration chapter, the EIA process does not require assessment of every property.</p> <p>This review did not identify any individual properties that were considered likely to experience a significant intra-project cumulative effect on their amenity. This was typically because one or</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
AP112	Provide a full response to the request from East Suffolk Council for an additional commitment in the REAC to review possible mitigations for 'no mitigation confirmed at this stage' items secured via relevant management plans / requirement 6. In responding draft the REAC commitment and address SCC related issues raised in its ExQ1 response.	<p>more of the contributing effects would either not occur or would be negligible, and therefore highly unlikely to contribute to a cumulative effect.</p> <p>On this basis the applicant considers that if significant effects were to occur in relation to residential receptors, then they would be likely to be moderate rather than major.</p> <p>The ESC request was as follows:</p> <p><i>"...ESC requests that the Applicant commits to a more proactive and less reactive approach to addressing intra-project cumulative effects. For instance, once a greater level of detail can be obtained from the Main Works Contractor, the Applicant must commit to reviewing what specific mitigation measures are practicable and could mitigate the identified intra-project cumulative effects for which "no mitigation has been confirmed at this stage". This should be included as a commitment in the REAC, with detailed mitigation measures for addressing intra-project cumulative effects secured via the relevant management plans to be approved through a discharge of Requirement 6.</i></p> <p>Proposed commitment wording is as follows:</p> <p><i>"Once detailed design is complete and detailed construction and programme information is available, the undertaker commits to undertaking a review of the intra-project cumulative effects assessment submitted with the application (as amended during the Examination) to consider:</i></p> <ul style="list-style-type: none"> <i>a) if the significant intra-project cumulative effects are still considered likely to occur; and</i> <i>b) if they are still considered likely to occur, what additional appropriate mitigation measures may be applied to reduce their significance. "</i> <p>Regarding Suffolk County Council's comments on the measures the Applicant listed it is important to remember that the Applicant has not modified the reported significance of effects in relation to these. They were merely intended to set out the framework of measures envisaged to help in the ongoing identification and mitigation of cumulative effects. The Applicant agreed to revisit the wording of these commitments to reflect the potential need for additional/adaptive mitigation. However, some initial comments on three of the measures cited are provided below:</p> <ul style="list-style-type: none"> • GG27: Members of the community and local businesses will be kept informed regularly of the works through active community liaison. This will include notification of noisy activities, heavy traffic periods and start and end dates of key phasing. A contact number will be provided which members of the public can use to raise any concerns or complaints about the Proposed Project. All construction-related complaints will be logged by the contractor(s) in a complaints register, together with a record of the responses given and actions taken. This will be made available to local authorities for review on request. <p>Although an unanticipated noisy activity may have started, it is considered that the feedback, if received promptly, should help in managing the activity, where possible, such that the duration of the effect is limited. Duration is a factor in the determining the likely significance of effects.</p> <ul style="list-style-type: none"> • GG03: A suitably experienced Environmental Manager will be appointed for the duration of the construction phase. In addition, a qualified and experienced Environmental Clerk of Works (ECoW) will be available during the construction phase to advise, supervise and report on the delivery of the mitigation methods and controls outlined in the CEMP. The ECoW will monitor that the works proceed in accordance with relevant environmental DCO requirements and adhere to the required good practice and mitigation measures. The ECoW will be supported as necessary by appropriate specialists, including ecologists, soil scientists and arboriculturists. <p>It is the feedback from the EcOW that is critical here. The EcOW will advise on further mitigation if it is clear that significant effects are occurring. The wording of this commitment will be given further consideration to ensure this point is more clearly stated.</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<ul style="list-style-type: none"> NV03: The contractor will conduct detailed construction noise and vibration assessments to determine whether there are likely to be any new or different significant adverse effects at noise and vibration sensitive receptors and therefore whether additional measures, including site-specific Best Practicable Means (BPM), may be required. The contractor will update the OCNVMP into the CNVMP and include site specific noise and vibration mitigation, as may be required. <p>There is clearly an opportunity here for further assessment and additional mitigation. The wording of this measure could be revisited to ensure it refers specifically to intra-project cumulative effects.</p>	
AP113	KCC's comments responding to ExQ 1CEIntra2 [REP3-091] relate entirely to traffic. Confirm if there are any other concerns regarding the mitigations of other environmental effects.	To be actioned by KCC.	Deadline 4
Draft Development Consent Order			
AP114	Consider and provide a response to the position that SPR do not have an equivalent to article 10 in their DCOs	<p>The Applicant notes that article 10 seeks to address salient points arising from the Supreme Court's decision in Hillside Parks Ltd v Snowdonia National Park Authority 2022 UKSC [30], where consents are incompatible. The drafting does not appear in the SPR East Anglia One North and Two DCOs due to the timing of the grant of these DCOs, which was before the ultimate Hillside judgment was issued.</p> <p>The Applicant is of the view that this is not an issue for the interface between those DCOs and the draft Order, noting the liaison between those companies and the Applicant, and noting the hearing submissions made by the Applicant as to the jurisdiction which resides with the LPA and hence the ability to avoid physical incompatibilities (for example where requirements are being discharged with East Suffolk Council).</p> <p>Finally, the Applicant notes that, in the event of a physical incompatibility, article 10 makes provision as to enforcement, including other planning permissions and DCOs.</p>	Deadline 4
AP115	All parties (applicant and councils) to meet/liaise to agree suitable wording of article 10 which all parties are content with, with an update on progress and any agreement submitted.	<p>The Applicant met with East Suffolk Council, Suffolk County Council and Dover District Council to discuss their concerns around Article 10. The local authorities raised concerns as to whether article 10 could lead to TCPA applications which bypass the controls secured by the draft DCO, and also that the article could be used to sidestep the controls in other made DCOs. The Applicant understands these points and it was agreed that the local authorities would draft their proposed amendments to article 10 for the Applicant to consider. However at the present time, and noting the two above concerns, the Applicant remains of the view that the wording at Article 10 should remain as drawn, subject to the one change detailed below.</p> <p>The Applicant notes that those parts of the Proposed Project addressed in the S.35 direction cannot be consented other than by DCO, hence TPCA is not a viable route to consent for those elements.</p> <p>Hence the Applicant notes that any TCPA application would be limited to works beyond the scope of the S.35 direction, and further any such application would have to go through the usual process subject to the jurisdiction and discretion of the determining local authority, and that authority would have to exercise its jurisdiction pursuant to the normal public law rules and statutory framework as set out in the 1990 TCPA. This would include imposing all appropriate controls which meet the tests for that development.</p> <p>As to the issue of the extant DCOs and controls therein, this examination has considered (and will continue to consider) the controls on other DCOs (such as the two SPR windfarm DCOs) and the Applicant has sought to replicate all appropriate controls, noting the actual development being applied for here and the differences from a windfarm generating project. This, paired with the</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<p>points made above about the steps being taken to avoid incompatibility, should address this concern.</p> <p>Noting the submissions made at the ISH2, the Applicant proposes to amend article 10(1) to address the S.35 status of the Proposed Project, as follows.</p> <p>Proposed amended wording:</p> <p>Article 10</p> <p>Planning Permission and other consents</p> <p>10.—(1) If planning permission is issued pursuant to the 1990 Act for development any part of which is within the Order limits following publication of this Order that is—</p> <ul style="list-style-type: none"> (b) not itself a project for which development consent is required under the 2008 Act or part of such a project; and (b) required to complete or enable the construction, use or operation of any part of the development authorised by this Order, <p>then the carrying out, use or operation of such development pursuant to the terms of the planning permission is not to constitute a breach of the terms of this Order.</p> <p>(2) To the extent any development carried out or used pursuant to a planning permission granted under the 1990 Act or development consent granted under the 2008 Act or compliance with any conditions of that permission or requirements of that development consent is inconsistent with the exercise of any power or right under this Order or the authorised project:</p> <ul style="list-style-type: none"> (a) that inconsistency is to be disregarded for the purposes of establishing whether any development which is the subject matter of that planning permission or development consent is capable of physical implementation; and (b) in respect of that inconsistency, no enforcement action under the 1990 Act or the 2008 Act may be taken in relation to development carried out or used pursuant to that planning permission or development consent whether inside or outside the Order limits. <p>(3) Any development or any part of a development within the Order limits which is constructed or used under the authority of a planning permission granted under the 1990 Act or of a development consent granted under the 2008 Act, including permissions falling under paragraph (1) or (2) or otherwise, is deemed not to be a breach of, or inconsistent with, this Order and will not prevent the authorised project being carried out or used or any other power or right under this Order being exercised.</p>	
AP116	All parties (including NGV, SPR and Manston airport) from onshore of offshore existing or potential future consent to comment on article 10.	The Applicant has addressed its updates on Article 10 in AP114 and AP115 above.	Deadline 4
AP117	Applicant to respond to councils' DL3 submissions regarding the 35 day decision period at DL4.	The Applicant has responded to the Councils' DL3 submissions regarding the 35 day decision-making period in Application Document 9.86 Applicant's Comments on Other Submissions Received at Deadlines 3 and 3A and Application Document 9.87 Applicant's Comments on Responses to First Written Questions .	Deadline 4
AP118	KCC to consider ExQ1 question 1GEN28 [PD-017] and the applicant's response [REP3-069] regarding the inclusion of the words "which consent shall not be unreasonably withheld or delayed" and the applicant's proposed 35 day decision period.	This is for KCC.	Deadline 4
AP119	Confirm which documents are submitted in outline and set out details of the relevant planning authorities and consultees (such as the EA) in a table within the explanatory memorandum.	The Applicant has updated the draft Requirements (Schedule 3 to the draft DCO) and that Schedule (with tracked changes) is provided in Appendix C The Applicant has also considered whether further organisations should be consulted on the management plans in Requirement 6 and included a draft table in Appendix I to set out proposals	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		for discharging authorities and bodies that would be consulted on each plan. The intention is for this table to be included in the Explanatory Memorandum in the next iteration of the document. The Applicant is also considering whether any further changes are required to the wording of the requirements to cross reference this table or provide further clarity on organisations to be consulted and will provide confirmation on this at Deadline 5.	
AP120	Councils and consultees to provide comments on the table setting out the relevant planning authorities and consultees.	This is for the councils and consultees.	Deadline 5
AP121	Consider whether there is need for the word 'substantially' in accordance with, for requirements.	<p>The wording is well-precedented in other DCOs. Both recent National Grid DCOs Bramford-Twinstead and Yorkshire Green include the wording 'substantially in accordance with' and the Applicant considers that it is appropriate for the same approach to be retained on the Proposed Project. In the Bramford-Twinstead DCO, the wording 'substantially in accordance with' was included by the Secretary of State in the made DCO.</p> <p>National Highways have also sought to use the wording 'substantially in accordance with' in recent DCOs. In the A1 Birtley to Coal House Improvement Scheme 2021, the Secretary of State agreed with the Applicant (National Highways) who argued that "substantially in accordance with" achieves the desired aims of both parties by providing an appropriate amount of certainty and flexibility given the potential for slight variations at detailed design". The wording is also used in the A12 Chelmsford to A120 Widening Development Consent Order 2024 and M3 Junction 9 DCO 2024.</p> <p>The London Luton Airport Expansion Development Consent Order 2025 and the Gatwick Airport (Northern Runway Project) Development Consent Order 2025 also include the wording 'substantially in accordance with'.</p> <p>The Applicant has considered this wording in the context of the updates it has made to the Requirements (a tracked change schedule of which accompanies this submission), and in light of the approach now set out there, remains of the view that the wording 'in substantial accordance' remains the correct formulation.</p>	Deadline 4
AP122	Applicant to strengthen wording of requirements 5 and 6 to ensure that the dDCO requirements explicitly cover both the operational and maintenance periods.	The Applicant acknowledges the points raised by the ExA and interested parties in ISH2 around the description of Requirements 5 and 6 as being construction management plans, but the inclusion of documents and measures that cover the operational period. Amendments have been proposed to the requirements to address this point, as provided in Appendix C. These revised requirements will be incorporated into the draft DCO when a revised version is next submitted into the Examination.	Deadline 4
AP123	Applicant to develop wording in consultation with the local authorities in relation to Article 51 and REAC provisions A02 and A05 to provide certainty that retention of ancient and veteran trees is robustly controlled.	<p>The Applicant notes the points raised by the ExA in respect of REAC provisions A02 and A05 and also refers to the response to AP18 above. The Applicant does not consider it is necessary to amend the wording in Article 51 given that the REAC provisions will be ameliorated to work together to robustly control the retention of ancient and veteran trees.</p> <p>The Applicant proposes to address this concern via the updated REAC which will be submitted to the examination.</p>	Deadline 4
AP124	Consider whether a specific noise design parameter is required in relation to the converter and substation sites, equivalent to requirement 12 of the EA1 North DCO.	<p>The Applicant has provided a response to the proposal for a noise parameter at the substation site in the response to AP69</p> <p>The Applicant is giving further consideration to the potential for a noise design parameter for the converter site and will respond at Deadline 4A.</p>	Deadline 4

Design

Action No.	ExA Description	Applicant's Response	Deadline
AP125	Develop a joint design approach with LionLink to cover above ground works and landscaping and consider how this can be secured to ensure coherent landscape and design vision for the site as a whole.	<p>The Applicant has only sought rights over land it considers is required to provide groundworks and landscaping necessary to deliver the Proposed Project. The reason for this is that design and mitigation information for LionLink was very limited at the point of application and therefore any land that could potentially be required for cumulative mitigation or securing a design vision for the site could not be identified at that stage. Given the maturity of design and assessment information available for the Proposed Project, it is likely that any such mitigation or design vision will be more readily identified and secured by LionLink.</p> <p>In addition, the Applicant has specifically designed landscape and ecological mitigation proposals which are complementary to the future development of landscape mitigation design by LionLink. As specifically identified in Section 7.6 of the Suffolk oLEMP (Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan – Suffolk updated at Deadline 4), the detailed landscape and ecological design to be developed in the full LEMP, is committed to delivering ‘a coordinated landscape design for the wider site which, as far as is reasonably practicable, enables a cohesive landscape, ecological and recreational framework to be achieved’. The Applicant has a genuine commitment to continue working in collaboration with LionLink to ensure a coordinated landscape framework which achieves long-term good design as attributed by the ongoing meetings between the Applicant and LionLink as well as attendance at joint meetings with SCC.</p>	Deadline 4
AP126	Provide wording for securing the River Fromus bridge design as a requirement in the dDCO.	<p>A requirement on the design of the Fromus bridge has been added to requirement 3, now named ‘Detailed Design’. This requirement includes provisions that have been discussed with the Environment Agency to secure a minimum soffit height, carry out monitoring works should the bridge have a soffit height of under 6m and commit to provision of a contingency fund should monitoring demonstrate that further compensation or enhancement is necessary. Proactive discussions have been held between the Applicant and the Environment Agency on this requirement and the principles are generally understood to be agreed between the parties. However, on 5 February 2025 revisions were suggested to this requirement by the Environment Agency that are not currently incorporated into this wording. The Applicant is in the process of organising a meeting to seek to agree wording that both parties are happy with and will update once this meeting has taken place.</p> <p>The Applicant has also agreed to incorporate further detail on the design of the bridge, with the provision of technical details previously secured in the Register of Environmental Actions and Commitments (formerly requirement LV14) instead adapted for incorporation into requirement 3 to address comments made during the hearing on 30 January 2025.</p> <p>Please see Appendix C for the proposed amendments to draft requirements to reflect the new commitment.</p>	Deadline 4
AP127	Provide additional detail regarding the design of Friston sub-station and how that would be secured in the dDCO to reflect the SPR consent and details.	<p>A requirement on the design of Friston substation has been added to requirement 3, now named ‘Detailed Design’. This requirement commits to the same principles on cladding colour, roof cladding, door colour and perimeter security fencing as proposed in the documents submitted by Scottish Power Renewables to discharge Requirement 12 on the East Anglia TWO consent (see Substations Landscape Masterplan & Architectural Framework and Detailed Design Report available on the East Suffolk Council website). It should be noted that these details were uploaded to the East Suffolk Council website on 17 December 2025 and have not yet been discharged. There therefore remains the potential for these details to change either before the requirement is discharged or in the future so flexibility is required to enable the Applicant to change these details with the approval of the relevant planning authority.</p> <p>As discussed at the hearings, there is limited flexibility in the design of substations, with the majority of the area of the substation comprising outdoor equipment, with no flexibility over the layout, appearance or scale of that equipment. The building that is part of the Friston substation occupies less than a third of the substation site with the large areas of outdoor equipment located</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
AP128	Provide updated wording for requirement 3 to reflect the applicant's commitment made to allow relevant planning authorities control over Kent substation layout, design and scale.	<p>to the north and south of the building (see 'Design and Layout Plans – Suffolk: Typical Suffolk 400kV GIS Substation in Application Document 2.13 Design and Layout Plans [APP-037]). The outdoor equipment includes gantries connecting the building and the overhead line at 12m-14m in height; with the maximum building height at 16m. This means that, if existing and proposed vegetation is ignored, the building would largely be viewed in the context of outdoor equipment of a similar height to both the north and south. The limited design flexibility is acknowledged in the documents SPR has submitted to discharge its requirements. The proposed new requirement 3 for Sea Link therefore focuses on those aspects of design where flexibility exists to respond to the views of the relevant planning authority and the Environment Agency through the detailed design process.</p> <p>The Applicant is of the view that in the above context, an important aspect of good design is the development and evolution of the final Landscape and Environmental Management Plans, which will be approved by the relevant planning authority under Requirement 6 so details are not replicated here.</p> <p>Please see Appendix C for the proposed amendments to draft requirements to reflect the new commitment.</p>	Deadline 4
AP129	Provide response to requests for rewording of requirement 3 to give relevant planning authorities greater control as to the design of the converter stations, substations, pylons, River Fromus bridge, lighting etc.	<p>Requirement 3 has been renamed 'Detailed Design' and now provides the planning authorities with greater control and clarity on the design of the converter stations, substations and River Fromus bridge as described in the responses to action points AP126-AP128. See Appendix C for the proposed amendments to draft requirements to reflect the revised commitments.</p> <p>As discussed at the hearings, there is no ability for relevant planning authorities or other consultees to influence the height, appearance, layout or type of pylons being proposed as part of the Sea Link project. Typical pylon details are provided in the Design and Layout Plans – Terrestrial General: Typical Overhead Line Pylon Detail in in Application Document 2.13 Design and Layout Plans [APP-037]. A typical pylon design for the new overhead line section in Kent is also shown in the Design and Layout Plans- Kent: Typical Kent Substation – Elevation Drawing in Application Document 2.13 Design and Layout Plans [APP-037].</p> <p>Pylons are sited based on a number of factors including the topography of the land that the tower is placed on, the topography of the land between the towers and the span being crossed, for example whether it includes a river, road or railway. The siting of the towers provides very limited options in the height and type of the towers used. In Suffolk, the height and type of pylon is also dictated by the pylons on the existing line. At an earlier stage of design it was considered whether smaller pylon types could be used for the overhead line in Kent, but this option was rejected</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<p>because the lower pylons were of an insufficient height to cross the river; and a mix of tower types was rejected due to the environmental impacts of a larger number of towers outweighing the limited benefits of a reduction in height.</p> <p>Given that the pylon selection is a technical design exercise with very limited flexibility, it is not considered appropriate for this element of design to be approved by the relevant planning authority.</p> <p>Lighting required during the construction period is controlled through the following existing commitments:</p> <ul style="list-style-type: none"> • Commitment GG21 in Application Document 9.83 Outline Code of Construction Practice [REP3-076] secured under Requirement 6. • Commitments H04, B26 and B38 in the Register of Environmental Actions and Commitments [REP3-078], formerly secured under Requirement 6, but now to be secured under Requirement 5 (see Appendix C). <p>Lighting during the operational period is controlled by:</p> <ul style="list-style-type: none"> • Key Design Principles in Application Documents 7.12.1 Design Principles Suffolk and 7.12.2 Design Principles Kent (revised versions submitted at Deadline 4) principle N.4, which states that <i>'Light spillage will be managed by minimising the provision of lighting; keeping to where it is required for tasks, specifying fittings that avoid light spillage, using controls such that it only comes on when required...'</i>. Locations of lighting would be submitted to the relevant planning authority as part of the layouts submitted under revised Requirement 3. The word 'lighting' has been added to Requirement 3(1)(b) to clarify that this information will be provided for the relevant planning authority to confirm compliance with the Key Design Principles. • Commitments B39 and B58 in the Register of Environmental Actions and Commitments [REP3-078], formerly secured under Requirement 6, but now to be secured under Requirement 5 <p>The operational external lighting systems at substations and converter stations in Kent and Suffolk must meet the requirements of National Grid TS 2.10.04 Issue 1- 2017 or any requirement that follows this document. These requirements are necessary to meet the safety and security requirements of a development that is part of our critical national transmission network. Once these requirements are taken into account alongside the controls above, there would be very little design flexibility available on the lighting design. The commitments and approvals are above are considered proportional and appropriate in this context.</p>	
AP130	Consider whether future engagement with the Independent Design Review Panel can be secured through the dDCO, to include the panel rather than just the chair.	The Applicant is committed to a further design review panel meeting provided it can be organised and undertaken in a timely manner. However, the Applicant does not consider it necessary for this to be secured by the dDCO. Good design is secured by the provisions described in APs 126-129 and through the extensive suite of management plans to be approved by the relevant planning authority. The relative lack of flexibility in the design of most aspects of the project also means that there are relatively limited areas for a design panel to influence, reducing the difference it can make to the design of the project. In this context, a further design review panel is considered to be desirable but not necessary; with the critical and urgent nature of the project (coupled with the very significant implications of delays) meaning that additional processes for the approval of designs could have significant adverse consequences and limited benefits.	Deadline 4
AP131	Suggest alternative wording for requirement 3 including which above ground elements of the proposed development should be included.	Action for the local planning authorities; however please see Appendix C for the proposed amendments to draft requirements.	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
AP132	Consider whether schedule 3 requirement 9(2) is necessary, in view of article 27(5) and whether provision in relation to trees could be covered in a similar way that does not undermine the effectiveness of requirement 9.	<p>The Applicant notes the concern raised. The Applicant is of the view that this exemption can be addressed via Article 27 and hence proposes the below amendment, which will be included in the updated draft DCO when next submitted.</p> <p>In respect of Requirement 9(2), the Applicant has proposed amendments to Schedule 3 generally, and these are enclosed with this submission.</p> <p><u>Proposed amended wording:</u></p> <p>Temporary use of land for carrying out the authorised project</p> <p>27.— (1) The undertaker may, in connection with the carrying out of the authorised project— enter on and take temporary possession of—</p> <p>so much of the land specified in column (1) of Schedule 11 (land of which only temporary possession may be taken) to exercise the powers described in the Book of Reference for the purpose specified in relation to that land in column (2) of that Schedule relating to the part of the authorised project specified in column (3) of that Schedule; and</p> <p>any other Order land in respect of which no notice of entry has been served under section 11 of the 1965 Act (other than in connection with the acquisition of rights only) and no declaration has been made under section 4 (execution of a declaration) of the 1981 Act;</p> <p>remove any electric line, electrical plant, buildings, structures, pylons, apparatus, equipment, vegetation or any other thing from that land;</p> <p>construct temporary works (including the provision of means of access, security fencing, storage areas structures and buildings on that land); and construct any works specified in relation to that land in column (2) of Schedule 11 or any other mitigation works.</p> <p>(2) Not less than 14 days before entering on and taking temporary possession of land under this article, the undertaker must serve notice of the intended entry on the owners and occupiers of the land.</p> <p>(3) The undertaker may not, without the agreement of the owners of the land, remain in possession of any land under this article—(a) in the case of land referred to in paragraph (1)(a)(i), after the end of the period of one year beginning with the date of completion of the part of the authorised project specified in relation to that land in column (3) of Schedule 11, or(b)in the case of land referred to in paragraph (1)(a)(ii), after the end of the period of one year beginning with the date of completion of the work for which temporary possession of the land was taken unless the undertaker has, by the end of that period, served a notice of entry under section 11 of the 1965 Act or made a declaration under section 4 of the 1981 Act in relation to that land.</p> <p>(4) The undertaker must provide the owners of any land of which temporary possession has been taken under this article with written notice of the date of completion of the works for which temporary possession was taken within 28 days of the completion of those works.</p> <p>(5) Before giving up possession of land of which only temporary possession has been taken under paragraph (1)(a)(i), unless otherwise agreed with the owners of the land, the undertaker must remove all temporary works and restore the land to the reasonable satisfaction of the owners of the land, but the undertaker is not required to—</p> <p>replace a building, structure, apparatus, equipment, electric line, electrical plant or pylon removed under this article;</p> <p>restore the land on which any mitigation works have been carried out under paragraph (1)(d);</p> <p>restore the land on which any works have been carried out under paragraph (1) insofar as the element of works shown in column (4) of Schedule 11 is concerned;</p>	Deadline 4

Action No.	ExA Description	Applicant's Response	Deadline
		<p>remove any foundations below 1.5 metres which had been placed in that land to support pylons and electric lines constructed upon those foundations;</p> <p>remove any permanent work including pylons, electric lines, underground cables, or other permanent services, constructed or installed on, over, under or in that land as part of the authorised project;</p> <p>remove any ground-strengthening works (being either works listed in Schedule 11 of this Order or other works to provide safe and stable ground conditions) which have been placed in that land to facilitate construction of the authorised project;</p> <p>remove or reposition any apparatus belonging to statutory undertakers;</p> <p>remove any drainage works;</p> <p>restore ground levels adjusted as part of the authorised project; or</p> <p>replant trees, shrubs, shrubberies or any other deep-rooted organism in respect of land above or within 10 metres of underground cables installed as part of the authorised development.</p>	
		<p>(6) Before giving up possession of land of which temporary possession has been taken under paragraph (1)(a)(ii), unless otherwise agreed by the owners of the land, the undertaker must either acquire the land or the interest on, over, or in the land in accordance with the provisions of paragraph (3)(b) or remove all temporary works and restore the land to the reasonable satisfaction of the owners of the land; but the undertaker is not required to—</p> <p>replace a building, structure, apparatus, equipment, electric line, electrical plant or pylon removed under this article;</p> <p>restore the land on which any mitigation works have been carried out under paragraph (1)(d);</p> <p>remove any foundations below 1.5 metres which had been placed in that land to support pylons and electric lines constructed upon those foundations;</p> <p>remove any permanent work including pylons, electric lines, underground cables, or other permanent services, constructed or installed on, over, under or in that land as part of the authorised project;</p> <p>remove any ground-strengthening works (being works to provide safe and stable ground conditions) which have been placed in that land to facilitate construction of the authorised project;</p> <p>remove or reposition any apparatus belonging to statutory undertakers;</p> <p>remove any drainage works;</p> <p>restore ground levels adjusted as part of the authorised project; or</p> <p>replant trees, shrubs, shrubberies or any other deep-rooted organism in respect of land above or within 10 metres of underground cables installed as part of the authorised development.</p>	

Appendix A LionLink Cumulative Visualisations

A.1 Introduction

A.1.1 Cumulative visualisations showing the Suffolk Onshore Scheme and LionLink have been prepared for the following viewpoint locations in Suffolk (the location of which is as shown in **Application Document 6.4.2.1 ES Figures Suffolk Landscape and Visual Part 1 of 7, Figure 6.4.2.1.7 Representative Viewpoint Locations [APP-208]**):

- Viewpoint 1 (Saxmundham Converter Station and LionLink Converter Station)
- Viewpoint 2 (Saxmundham Converter Station and LionLink Converter Station)
- Viewpoint 4 (Saxmundham Converter Station and LionLink Converter Station)
- Viewpoint 5 (Saxmundham Converter Station and LionLink Converter Station)
- Viewpoint 5 Heritage (Saxmundham Converter Station and LionLink Converter Station)
- Viewpoint 6a (Sea Link Friston Scenario 2 and LionLink extension at Kiln Lane substation)
- Viewpoint 7 (Sea Link Friston Scenario 2 and LionLink extension at Kiln Lane substation)
- Viewpoint 15 (Saxmundham Converter Station and LionLink Converter Station)
- Viewpoint 18 (Saxmundham Converter Station and LionLink Converter Station)
- Viewpoint 21 (Saxmundham Converter Station and LionLink Converter Station)
- Viewpoint 22 (Sea Link Friston Scenario 2 and LionLink extension at Kiln Lane substation)

A.2 Cumulative Visualisation Parameters

A.2.1 The cumulative visualisations have been prepared to illustrate the following project components for Sea Link and LionLink:

- Sea Link – Saxmundham Converter Station and Friston Scenario 2
- LionLink – Proposed Converter Station and Amendments to Kiln Lane Substation Scenario

A.2.2 The cumulative visualisations for the Saxmundham Converter Station show the illustrative converter station model (used in **Application Document 9.14 Suffolk and Kent Illustrative Visualisations [REP1-296]**) sat within the maximum parameters applied for (in terms of footprint and height) which represented the Rochdale Envelope, shown as a blue dashed line. NGET Friston substation (Kiln Lane) reflects the maximum parameters and Limits of Deviation (LoD) for Friston Scenario 2. These are

shown as a block photomontage with two new pylons and the removal of one pylon under Friston Scenario 2, as shown in **Application Document 6.4.2.1 ES Figures Suffolk Landscape and Visual Parts 1-7 (APP-208 to APP-214)**. The 3D model used in the **Application Document 9.6.1 Appendix A: Indicative cumulative visualisations of the National Grid and Scottish Power Renewables substations near Friston [AS-062]** has not been used here as LionLink do not currently have a 3D model available reflecting the amendments at Kiln Lane substation.

- A.2.3 The cumulative visualisations for LionLink reflect the maximum parameters contained in 2.7 of PEIR Volume 1 Chapter 2 Description of the Proposed Scheme (NGV, January 2026). A worst-case scenario of 21m AOD has been assumed for the finished ground level of the converter station with a maximum building height of 26m. This does not take account of any of the earthworks which are proposed for LionLink which include the use of cuttings to lower the finished ground level of the converter station nor the embankments to assist in screening. The visualisations use a 3D indicative converter station layout received from NGV in January 2026 sat within the maximum parameters shown as a cyan dashed line.
- A.2.4 The LionLink Amendments to Kiln Lane Substation Scenario, has been shown reflecting the maximum parameters contained in Table 2.1 of PEIR Volume 1 Chapter 2 Description of the Proposed Scheme (NGV, January 2026) and drawing LLK1-BRH-DWG-CVD-000159 (National Grid LionLink Limited (NGLLL) Typical LionLink Works Should Kiln Lane 400kV GIS Be Developed By Others for Statutory Consultation Sheet 01 of 01) contained in LionLink General arrangement plans and design drawings (January 2026). The extension to Kiln Lane substation under this LionLink scenario is shown as a block photomontage in a darker shade of grey.

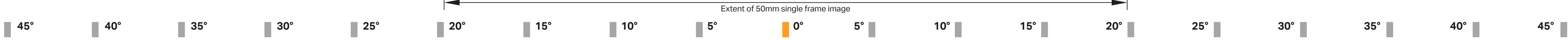
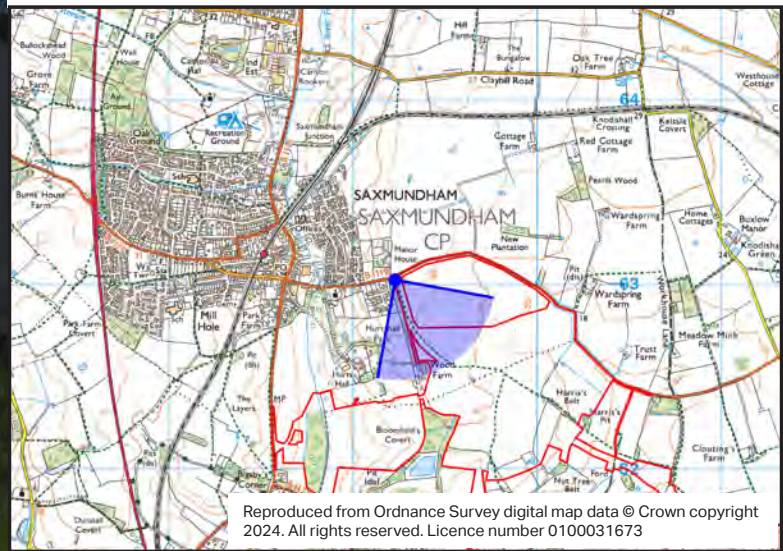
A.3 Outline Landscape Mitigation

- A.3.1 The cumulative visualisations which show the Saxmundham Converter Station and LionLink Converter Station illustrate the outline landscape mitigation shown on Figure 1 of **Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan – Suffolk** submitted at Deadline 4. Landscape mitigation planting associated with the LionLink Converter Station is not shown as this information has not been finalised and is not currently available.
- A.3.2 The cumulative visualisations which show the Sea Link Friston Scenario 2 and LionLink extension at Kiln Lane substation will be updated at Deadline 5 to reflect the updated outline landscape mitigation for Friston Scenario 2 as shown on the updated Figure 5 contained in **Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan – Suffolk** submitted at Deadline 4. The cumulative visualisations submitted in this document therefore reflect a worst-case scenario at winter year 1 of operation.



BASELINE (WINTER)

Note: Images to be viewed at a comfortable arm's length.



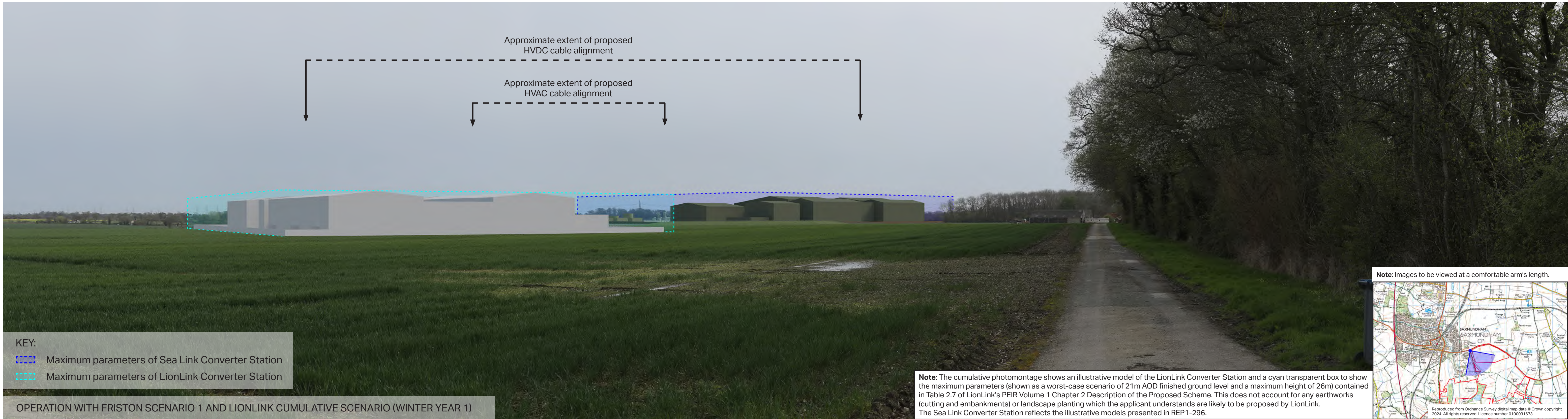
AECOM Delivering a better world

Visualisation Type: 3
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 Lens: Sigma 50mm f/1.4 DG HSM
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 Direction of View: South East
 Location: E639225 N263029

Eye level: 33.3m
 Height of Camera: 1.6m

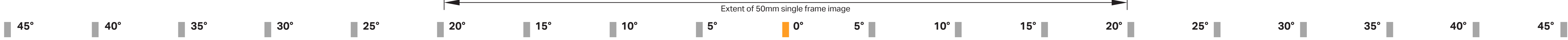
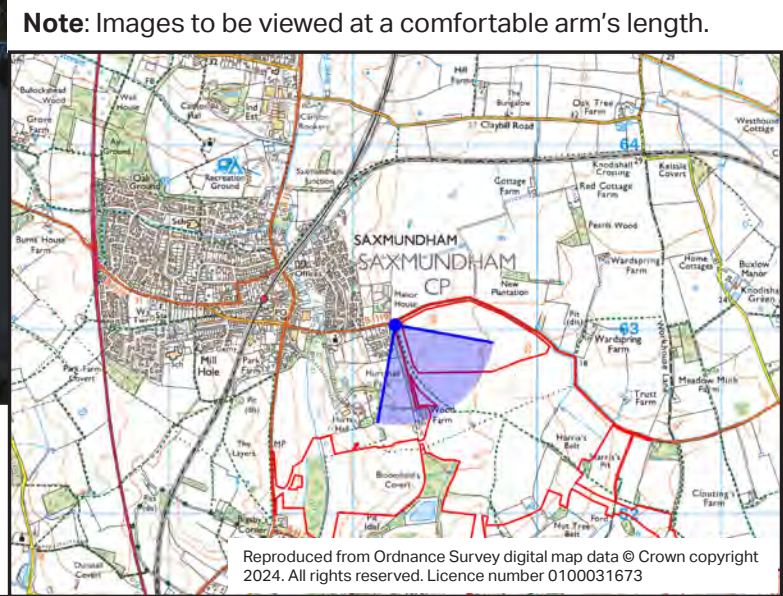
Sea Link Suffolk Onshore Scheme
Viewpoint 1: Public Footpath (Saxmundham 460, route 23), east of Saxmundham, looking southeast



KEY:
- - - Maximum parameters of Sea Link Converter Station
- - - Maximum parameters of LionLink Converter Station

OPERATION WITH FRISTON SCENARIO 1 AND LIONLINK CUMULATIVE SCENARIO (WINTER YEAR 1)

Note: The cumulative photomontage shows an illustrative model of the LionLink Converter Station and a cyan transparent box to show the maximum parameters (shown as a worst-case scenario of 21m AOD finished ground level and a maximum height of 26m) contained in Table 2.7 of LionLink's PEIR Volume 1 Chapter 2 Description of the Proposed Scheme. This does not account for any earthworks (cutting and embankments) or landscape planting which the applicant understands are likely to be proposed by LionLink. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.



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 Direction of View: 90°
 Location: South East
 E639225 N263029

Eye level: 33.3m
 Height of Camera: 1.6m

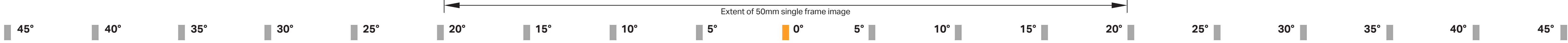
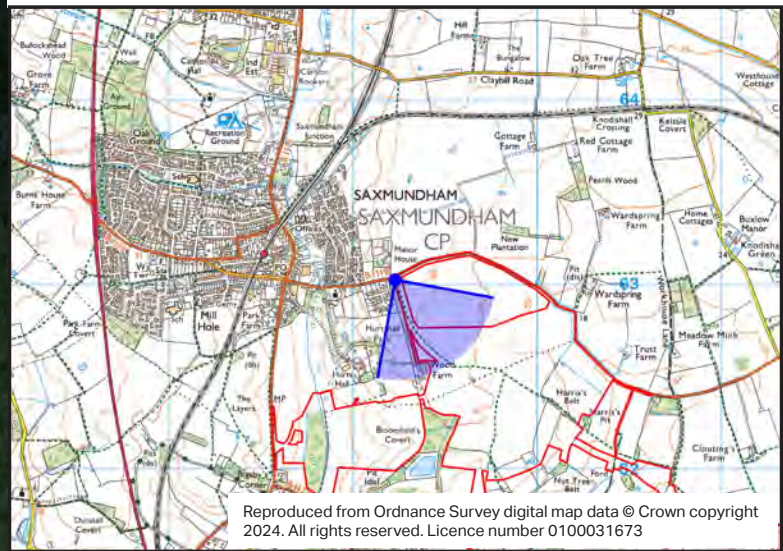
Note: The photomontage assumes under Friston Scenario 1 that Friston Substation has been constructed under the SPR consent, so is not shown in the photomontage.

Sea Link Suffolk Onshore Scheme
Viewpoint 1: Public Footpath (Saxmundham 460, route 23), east of Saxmundham, looking southeast



BASELINE (SUMMER)

Note: Images to be viewed at a comfortable arm's length.

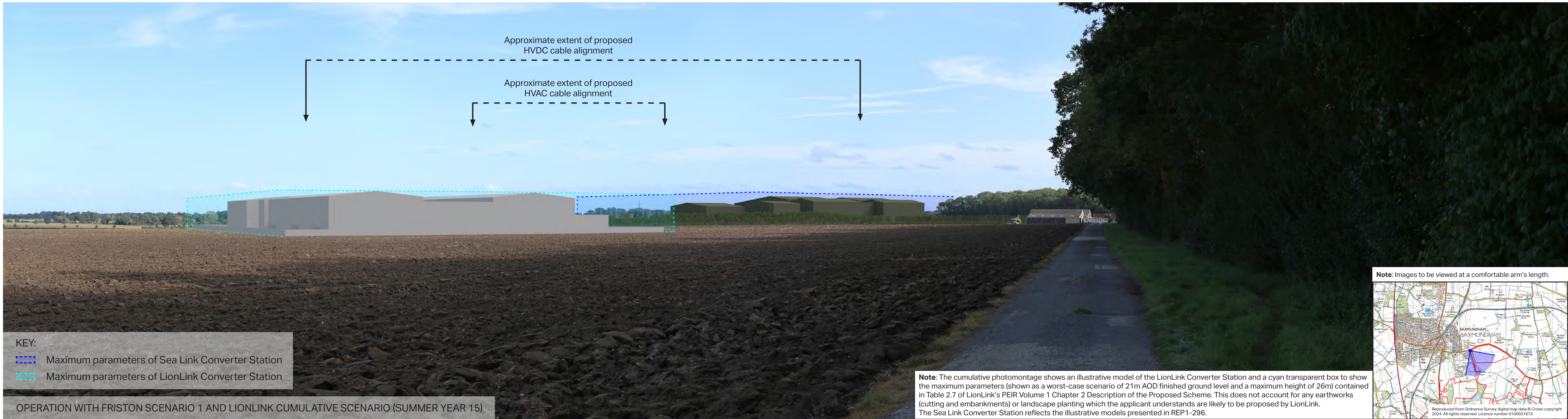


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 Direction of View: South East
 Location: E639225 N263029

Eye level: 33.3m
 Height of Camera: 1.6m

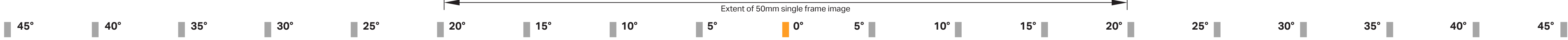
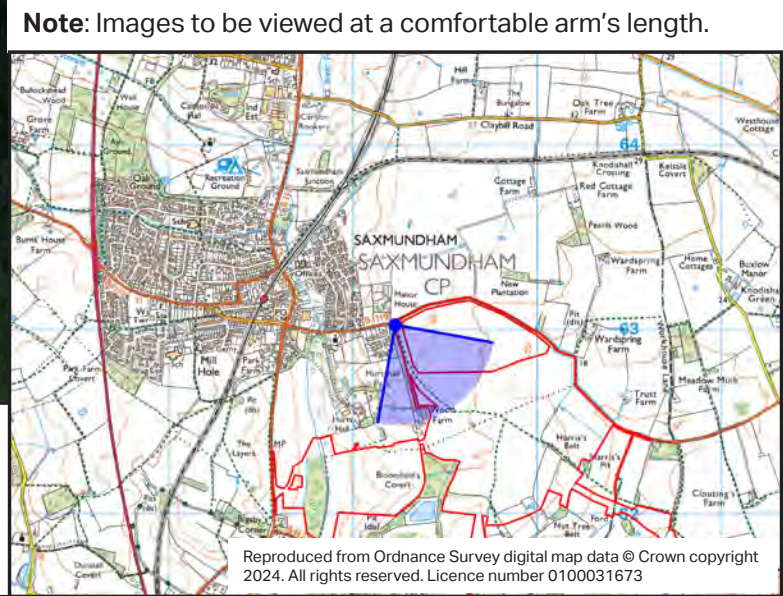
Sea Link Suffolk Onshore Scheme
Viewpoint 1: Public Footpath (Saxmundham 460, route 23), east of Saxmundham, looking southeast



KEY:
- - - - Maximum parameters of Sea Link Converter Station
- - - - Maximum parameters of LionLink Converter Station

OPERATION WITH FRISTON SCENARIO 1 AND LIONLINK CUMULATIVE SCENARIO (SUMMER YEAR 15)

Note: The cumulative photomontage shows an illustrative model of the LionLink Converter Station and a cyan transparent box to show the maximum parameters (shown as a worst-case scenario of 21m AOD finished ground level and a maximum height of 26m) contained in Table 2.7 of LionLink's PEIR Volume 1 Chapter 2 Description of the Proposed Scheme. This does not account for any earthworks (cutting and embankments) or landscape planting which the applicant understands are likely to be proposed by LionLink. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.



Visualisation Type: 3
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 Paper Size: A1
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 Lens: Canon EF50mm f/1.8 STM
 Horizontal Field of View: 90°
 Direction of View: South East
 Location: E639225 N263029

Eye level: 33.3m
 Height of Camera: 1.6m

Note: The photomontage assumes under Friston Scenario 1 that Friston Substation has been constructed under the SPR consent, so is not shown in the photomontage.

Sea Link Suffolk Onshore Scheme
Viewpoint 1: Public Footpath (Saxmundham 460, route 23), east of Saxmundham, looking southeast



Hurts Hall

Vegetation whips within Hurts Hall estate

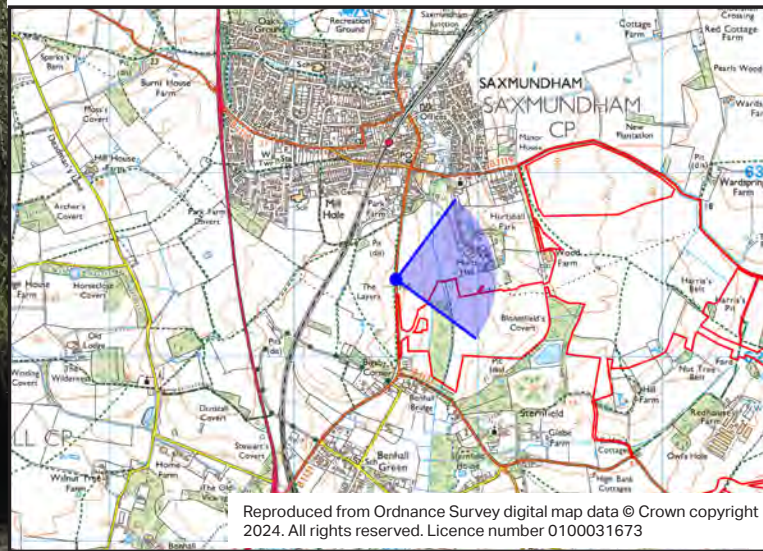
Grass verge and vegetation whips on the eastern boundary of B1121

Mature vegetation within Bloomsfield's Covert

Plantation denoting the route of the River Fromus

BASELINE (WINTER)

Note: Images to be viewed at a comfortable arm's length.



Extent of 50mm single frame image



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Visualisation Type: 3
 Projection: Cylindrical
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 Location: E638552 N262392

Eye level: 17.5m
 Height of Camera: 1.6m

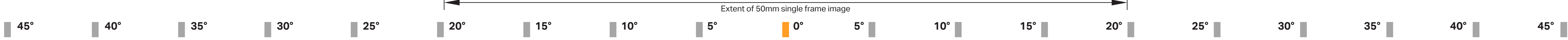
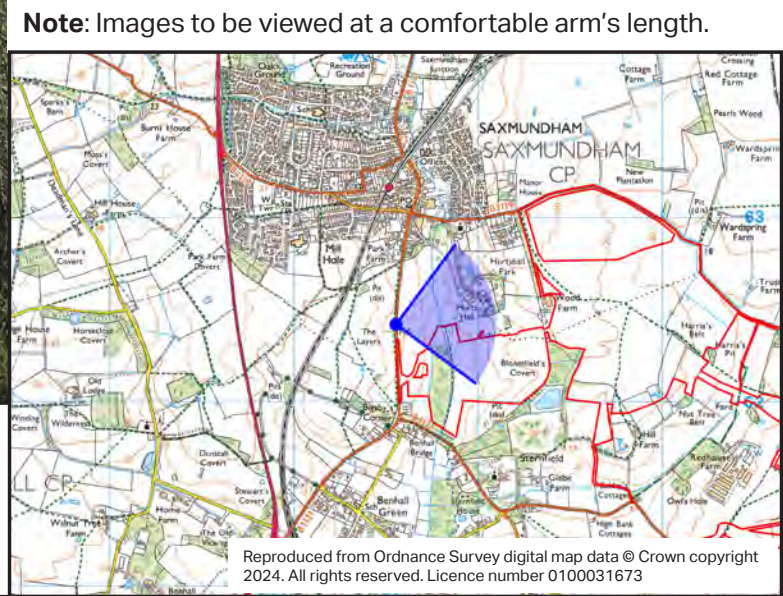
Sea Link Suffolk Onshore Scheme
Viewpoint 2: B1121, south of Saxmundham, looking east



KEY:
---- Maximum parameters of Sea Link Converter Station
---- Maximum parameters of LionLink Converter Station

OPERATION WITH FROMUS BRIDGE 5M CLEARANCE OPTION AND LIONLINK CUMULATIVE SCENARIO (WINTER YEAR 1)

Note: The cumulative photomontage shows an illustrative model of the LionLink Converter Station and a cyan transparent box to show the maximum parameters (shown as a worst-case scenario of 21m AOD finished ground level and a maximum height of 26m) contained in Table 2.7 of LionLink's PEIR Volume 1 Chapter 2 Description of the Proposed Scheme. This does not account for any earthworks (cutting and embankments) or landscape planting which the applicant understands are likely to be proposed by LionLink. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.



Visualisation Type:	3	Camera:	Canon EOS 5D MkIV	Eye level:	17.5m
Projection:	Cylindrical	Lens:	Sigma 50mm f/1.4 DG HSM	Height of Camera:	1.6m
Enlargement Factor:	96%	Horizontal Field of View:	90°		
Paper Size:	A1	Direction of View:	East		
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Sea Link Suffolk Onshore Scheme
Viewpoint 2: B1121, south of Saxmundham, looking east



Hurts Hall

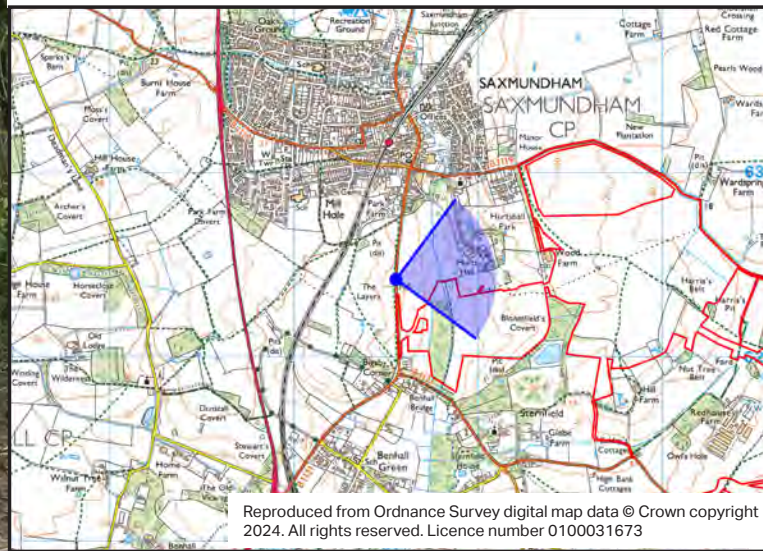
Vegetation whips within Hurts Hall estate

Grass verge and vegetation whips on the eastern boundary of B1121

Mature vegetation within Bloomsfield's Covert

Plantation denoting the route of the River Fromus

Note: Images to be viewed at a comfortable arm's length.



BASELINE (SUMMER)

Extent of 50mm single frame image



AECOM Delivering a better world

Visualisation Type: 3
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Eye level: 17.4m
 Height of Camera: 1.6m

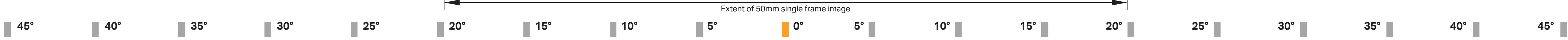
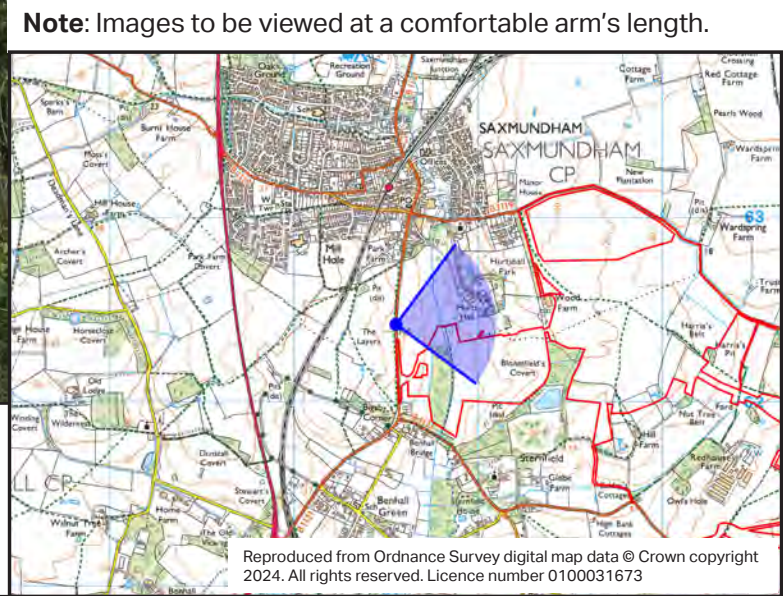
Sea Link Suffolk Onshore Scheme
Viewpoint 2: B1121, south of Saxmundham, looking east



KEY:
---- Maximum parameters of Sea Link Converter Station
---- Maximum parameters of LionLink Converter Station

OPERATION WITH FROMUS BRIDGE 5M CLEARANCE OPTION AND LIONLINK CUMULATIVE SCENARIO (SUMMER YEAR 15)

Note: The cumulative photomontage shows an illustrative model of the LionLink Converter Station and a cyan transparent box to show the maximum parameters (shown as a worst-case scenario of 21m AOD finished ground level and a maximum height of 26m) contained in Table 2.7 of LionLink's PEIR Volume 1 Chapter 2 Description of the Proposed Scheme. This does not account for any earthworks (cutting and embankments) or landscape planting which the applicant understands are likely to be proposed by LionLink. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.



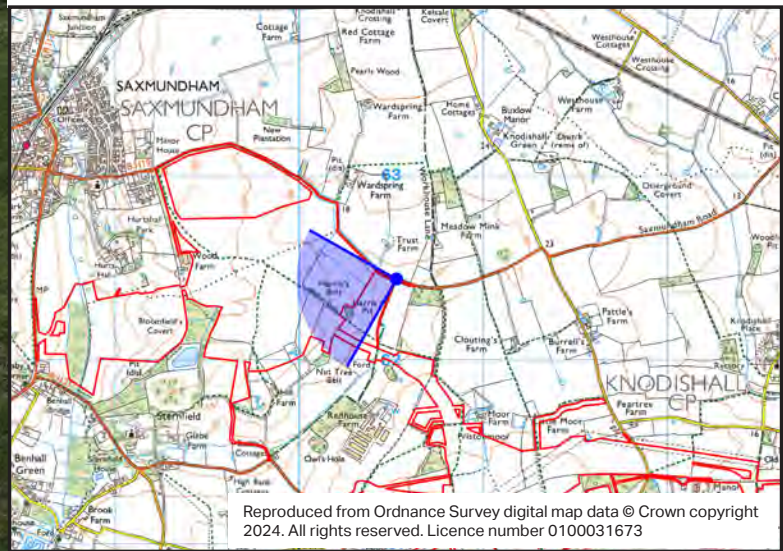
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Sea Link Suffolk Onshore Scheme
Viewpoint 2: B1121, south of Saxmundham, looking east



BASELINE (WINTER)

Note: Images to be viewed at a comfortable arm's length.



Extent of 50mm single frame image



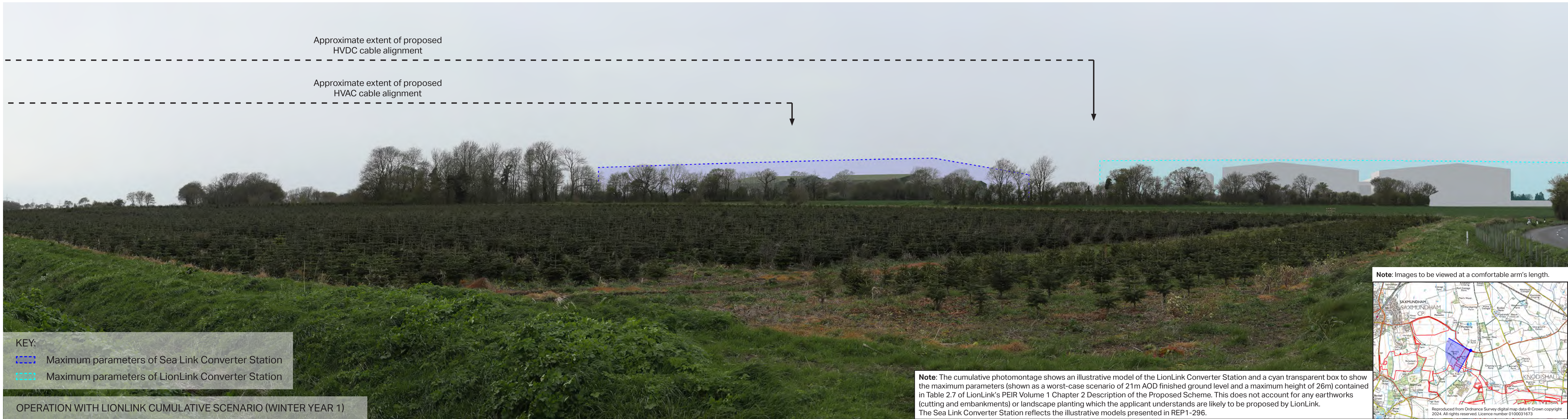
AECOM Delivering a better world

Visualisation Type: 3
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 Lens: Sigma 50mm f/1.4 DG HSM
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 Direction of View: West
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Eye level: 16.5m
 Height of Camera: 1.6m

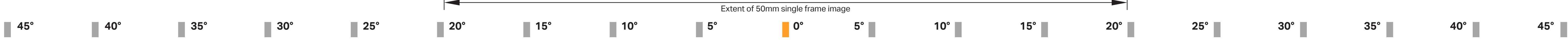
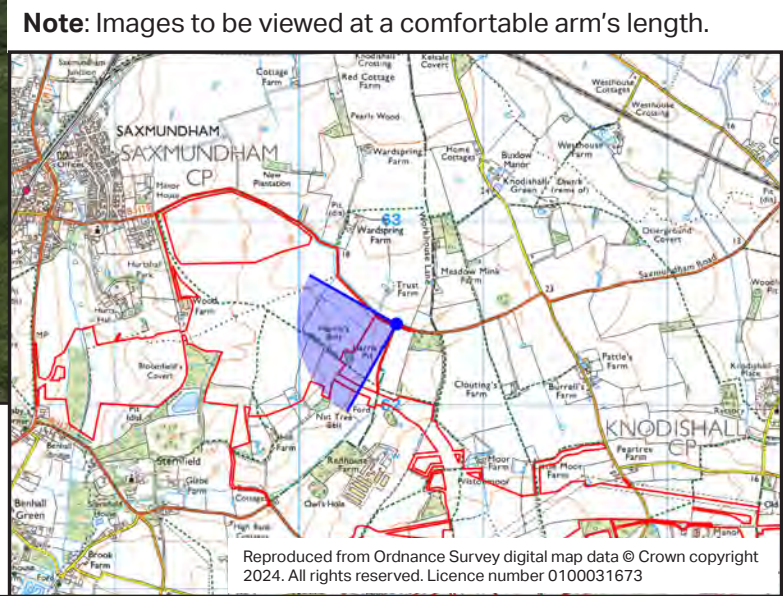
Sea Link Suffolk Onshore Scheme
Viewpoint 4: Public Bridleway (Sternfield 491, route 10) south of the B1119, southeast of Saxmundham, looking west



KEY:
- - - - Maximum parameters of Sea Link Converter Station
- - - - Maximum parameters of LionLink Converter Station

OPERATION WITH LIONLINK CUMULATIVE SCENARIO (WINTER YEAR 1)

Note: The cumulative photomontage shows an illustrative model of the LionLink Converter Station and a cyan transparent box to show the maximum parameters (shown as a worst-case scenario of 21m AOD finished ground level and a maximum height of 26m) contained in Table 2.7 of LionLink's PEIR Volume 1 Chapter 2 Description of the Proposed Scheme. This does not account for any earthworks (cutting and embankments) or landscape planting which the applicant understands are likely to be proposed by LionLink. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.



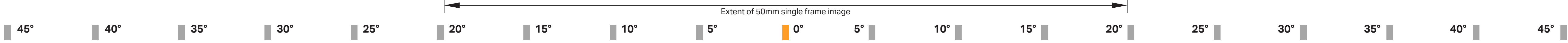
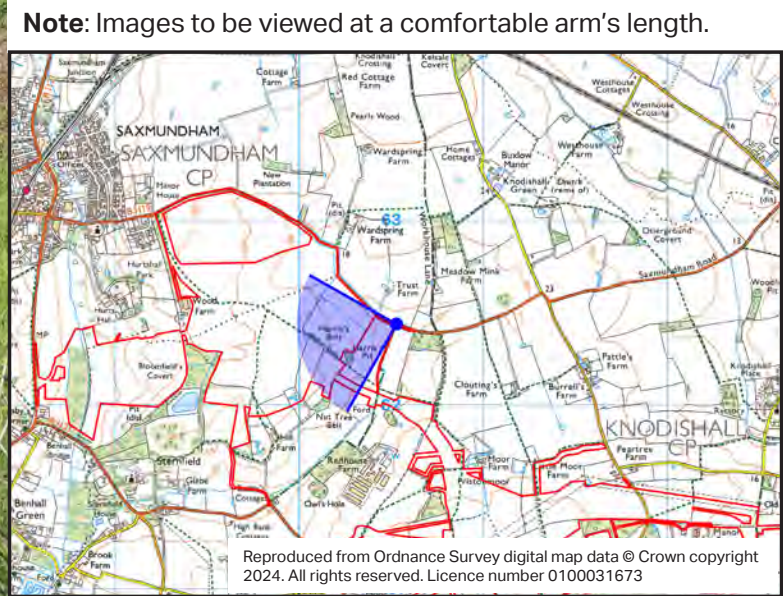
Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
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Camera: Canon EOS 5D MkIV
 Lens: Sigma 50mm f/1.4 DG HSM
 Horizontal Field of View: 90°
 Direction of View: West
 Location: E640520 N262430
 Eye level: 16.5m
 Height of Camera: 1.6m

Sea Link Suffolk Onshore Scheme
Viewpoint 4: Public Bridleway (Sternfield 491, route 10) south of the B1119, southeast of Saxmundham, looking west



BASELINE (SUMMER)



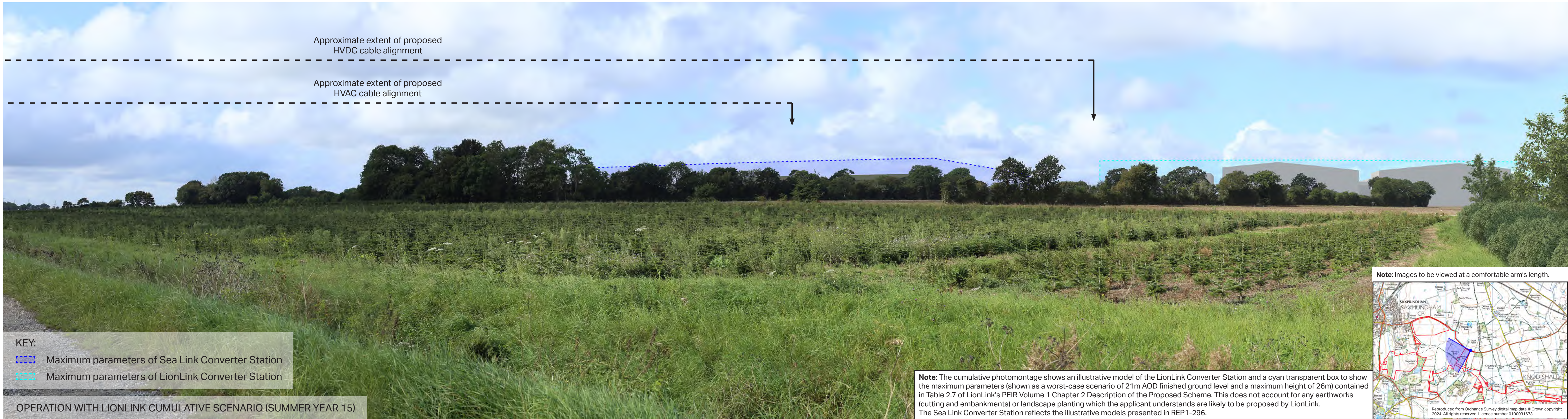
AECOM Delivering a better world

Visualisation Type: 3
 Projection: Cylindrical
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 Lens: Canon EF50mm f/1.8 STM
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 Direction of View: West
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Eye level: 16.5m
 Height of Camera: 1.6m

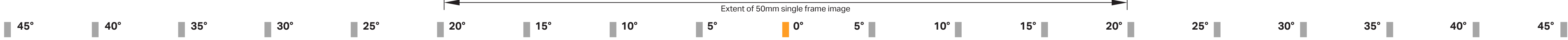
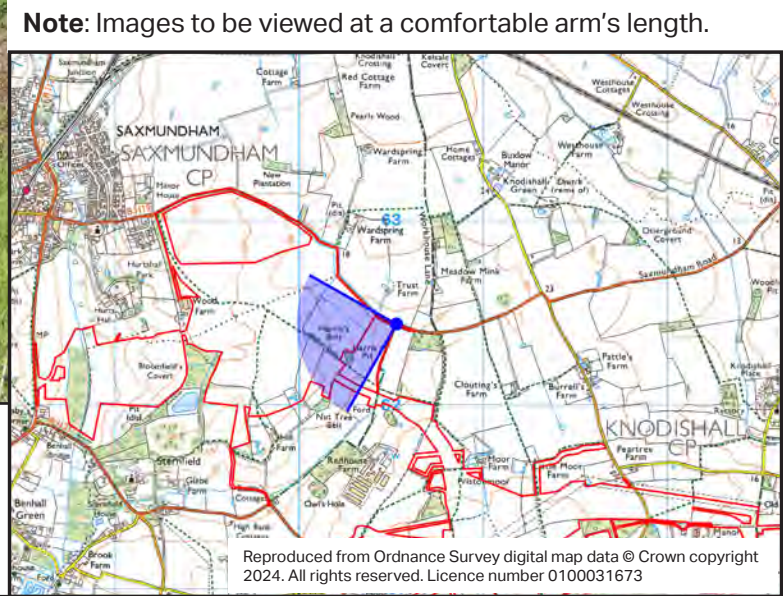
Sea Link Suffolk Onshore Scheme
Viewpoint 4: Public Bridleway (Sternfield 491, route 10) south of the B1119, southeast of Saxmundham, looking west



KEY:
- - - - Maximum parameters of Sea Link Converter Station
- - - - Maximum parameters of LionLink Converter Station

OPERATION WITH LIONLINK CUMULATIVE SCENARIO (SUMMER YEAR 15)

Note: The cumulative photomontage shows an illustrative model of the LionLink Converter Station and a cyan transparent box to show the maximum parameters (shown as a worst-case scenario of 21m AOD finished ground level and a maximum height of 26m) contained in Table 2.7 of LionLink's PEIR Volume 1 Chapter 2 Description of the Proposed Scheme. This does not account for any earthworks (cutting and embankments) or landscape planting which the applicant understands are likely to be proposed by LionLink. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.



Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 13/09/2023, 09:21

Camera: Canon EOS 6D
 Lens: Canon EF50mm f/1.8 STM
 Horizontal Field of View: 90°
 Direction of View: West
 Location: E640520 N262430

Eye level: 16.5m
 Height of Camera: 1.6m

Sea Link Suffolk Onshore Scheme
Viewpoint 4: Public Bridleway (Sternfield 491, route 10) south of the B1119, southeast of Saxmundham, looking west



Agricultural buildings within Hill Farm

Mature vegetation block within Nut Tree Belt

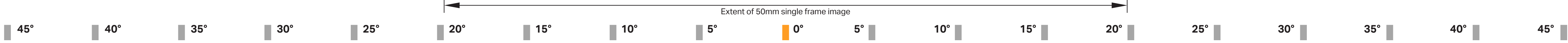
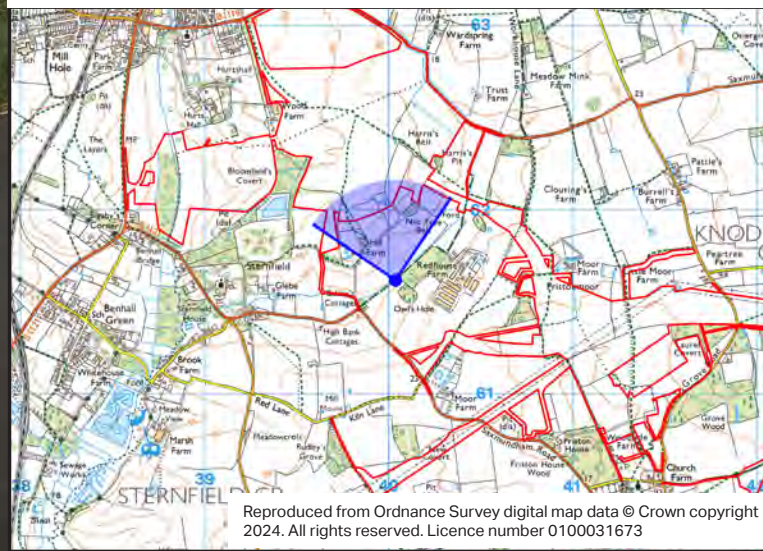
Track and route of public bridleway (Sternfield 491, route 10)

Electricity wires

Wooded skyline

BASELINE (WINTER)

Note: Images to be viewed at a comfortable arm's length.



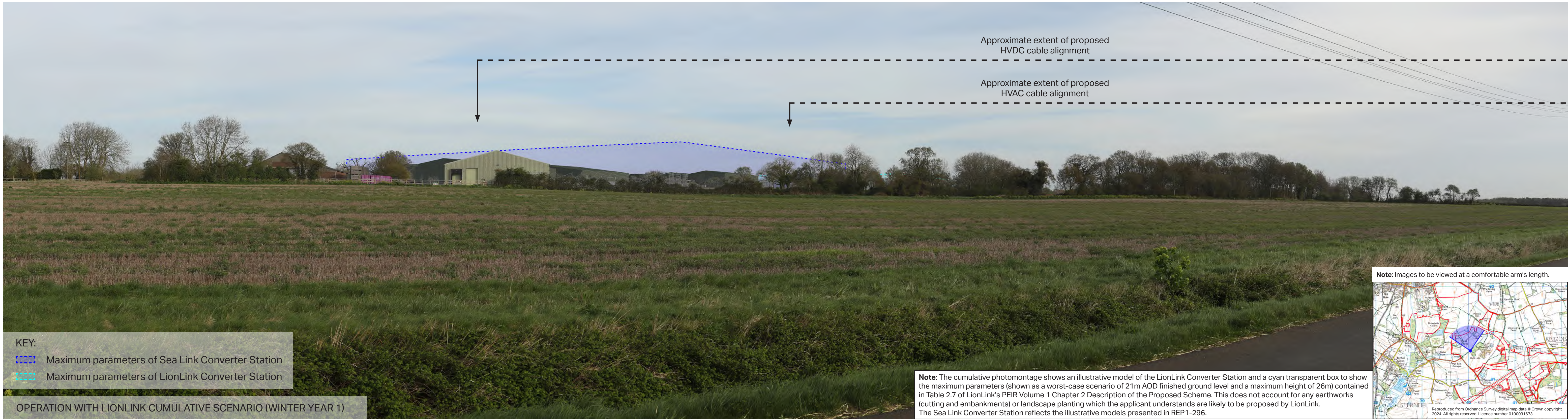
AECOM Delivering a better world

Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 08/04/2024, 07:29

Camera: Canon EOS 5D MkIV
 Lens: Sigma 50mm f/1.4 DG HSM
 Horizontal Field of View: 90°
 Direction of View: North
 Location: E640036 N261620

Eye level: 12.4m
 Height of Camera: 1.6m

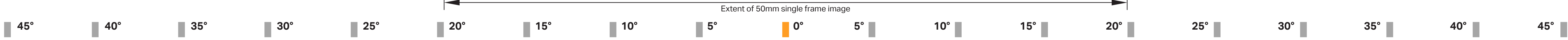
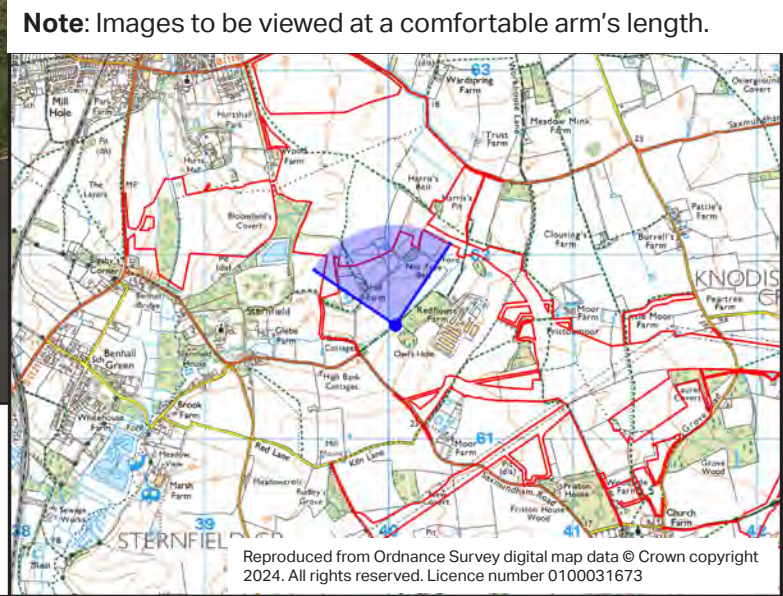
Sea Link Suffolk Onshore Scheme
Viewpoint 5: Public Bridleway (Sternfield 491, route 10), east of Sternfield, looking north



KEY:
---- Maximum parameters of Sea Link Converter Station
---- Maximum parameters of LionLink Converter Station

OPERATION WITH LIONLINK CUMULATIVE SCENARIO (WINTER YEAR 1)

Note: The cumulative photomontage shows an illustrative model of the LionLink Converter Station and a cyan transparent box to show the maximum parameters (shown as a worst-case scenario of 21m AOD finished ground level and a maximum height of 26m) contained in Table 2.7 of LionLink's PEIR Volume 1 Chapter 2 Description of the Proposed Scheme. This does not account for any earthworks (cutting and embankments) or landscape planting which the applicant understands are likely to be proposed by LionLink. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.



Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 08/04/2024, 07:29

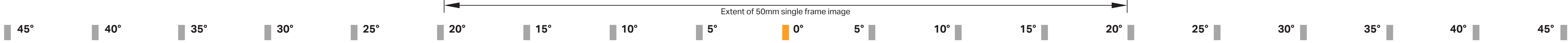
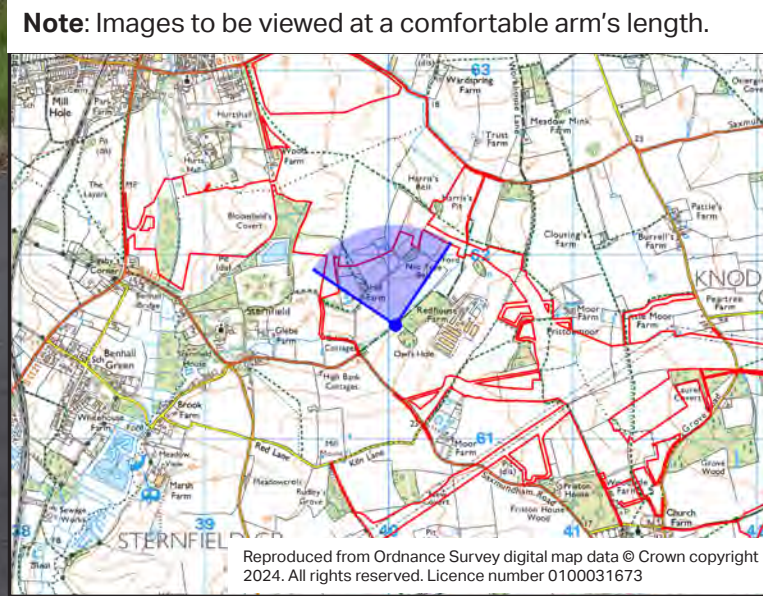
Camera: Canon EOS 5D MkIV
 Lens: Sigma 50mm f/1.4 DG HSM
 Horizontal Field of View: 90°
 Direction of View: North
 Location: E640036 N261620

Eye level: 12.4m
 Height of Camera: 1.6m

Sea Link Suffolk Onshore Scheme
Viewpoint 5: Public Bridleway (Sternfield 491, route 10), east of Sternfield, looking north



BASELINE (SUMMER)



AECOM Delivering a better world

Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 13/09/2023, 09:44

Camera: Canon EOS 6D
 Lens: Canon EF50mm f/1.8 STM
 Horizontal Field of View: 90°
 Direction of View: North
 Location: E640036 N261620

Eye level: 12.4m
 Height of Camera: 1.6m

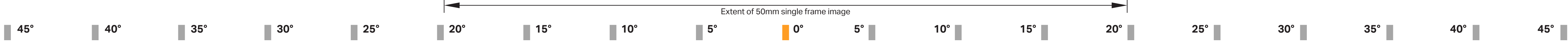
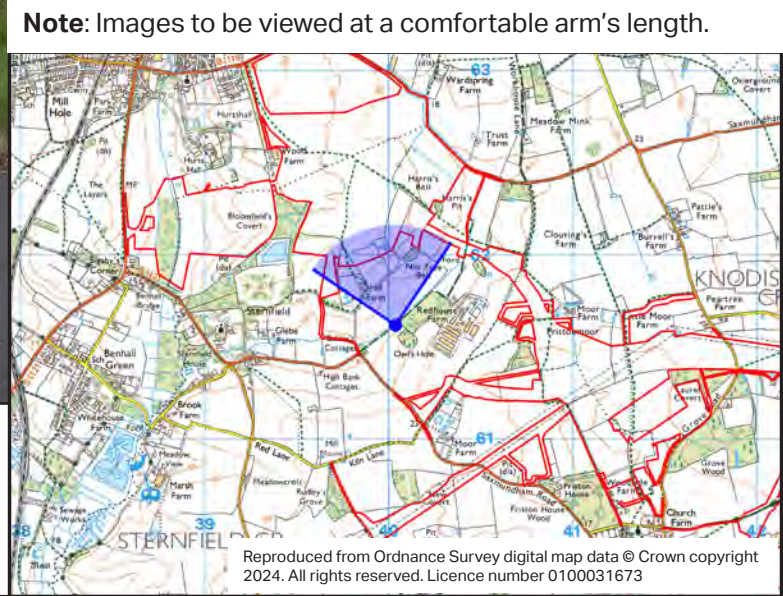
Sea Link Suffolk Onshore Scheme
Viewpoint 5: Public Bridleway (Sternfield 491, route 10), east of Sternfield, looking north



KEY:
- - - - Maximum parameters of Sea Link Converter Station
- - - - Maximum parameters of LionLink Converter Station

OPERATION WITH LIONLINK CUMULATIVE SCENARIO (SUMMER YEAR 15)

Note: The cumulative photomontage shows an illustrative model of the LionLink Converter Station and a cyan transparent box to show the maximum parameters (shown as a worst-case scenario of 21m AOD finished ground level and a maximum height of 26m) contained in Table 2.7 of LionLink's PEIR Volume 1 Chapter 2 Description of the Proposed Scheme. This does not account for any earthworks (cutting and embankments) or landscape planting which the applicant understands are likely to be proposed by LionLink. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.



AECOM Delivering a better world

Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 13/09/2023, 09:44

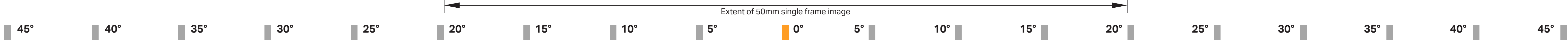
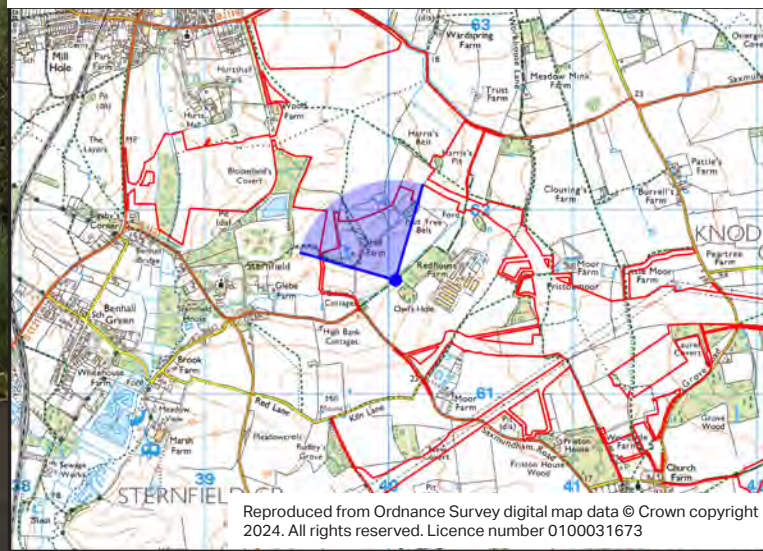
Camera: Canon EOS 6D
 Lens: Canon EF50mm f/1.8 STM
 Horizontal Field of View: 90°
 Direction of View: North
 Location: E640036 N261620
 Eye level: 12.4m
 Height of Camera: 1.6m

Sea Link Suffolk Onshore Scheme
Viewpoint 5: Public Bridleway (Sternfield 491, route 10), east of Sternfield, looking north



BASELINE (WINTER)

Note: Images to be viewed at a comfortable arm's length.



AECOM Delivering a better world

Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 08/04/2024, 07:29

Camera:
 Lens: Sigma 50mm f/1.4 DG HSM
 Horizontal Field of View: 90°
 Direction of View: North West
 Location: E640036 N261620

Canon EOS 5D MkIV
 Sigma 50mm f/1.4 DG HSM
 90°
 North West
 E640036 N261620

Eye level: 12.4m
 Height of Camera: 1.6m

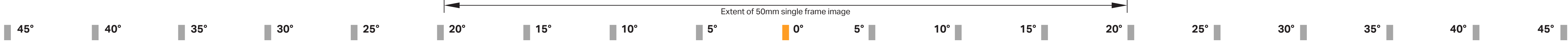
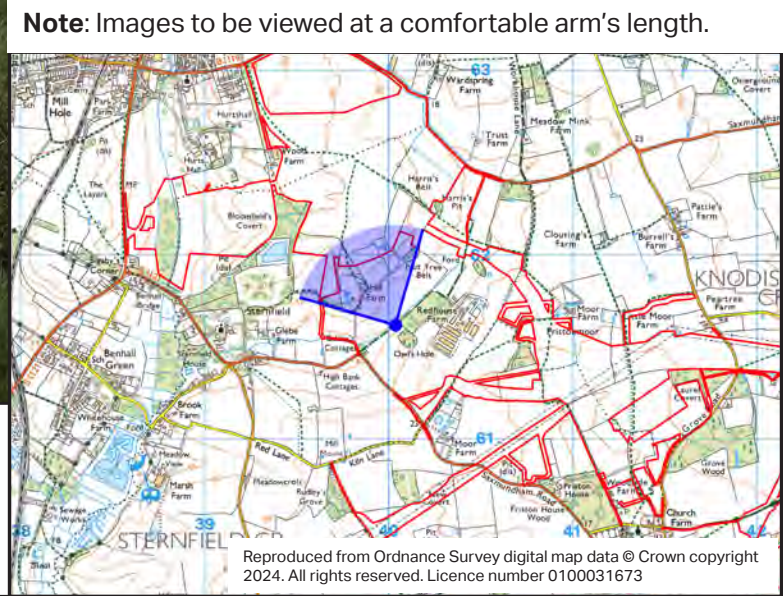
Sea Link Suffolk Onshore Scheme
Viewpoint 5 Heritage: Public Bridleway (Sternfield 491, route 10), east of Sternfield, looking northwest



KEY:
---- Maximum parameters of Sea Link Converter Station
---- Maximum parameters of LionLink Converter Station

OPERATION WITH LIONLINK CUMULATIVE SCENARIO (WINTER YEAR 1)

Note: The cumulative photomontage shows an illustrative model of the LionLink Converter Station and a cyan transparent box to show the maximum parameters (shown as a worst-case scenario of 21m AOD finished ground level and a maximum height of 26m) contained in Table 2.7 of LionLink's PEIR Volume 1 Chapter 2 Description of the Proposed Scheme. This does not account for any earthworks (cutting and embankments) or landscape planting which the applicant understands are likely to be proposed by LionLink. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.



Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 08/04/2024, 07:29

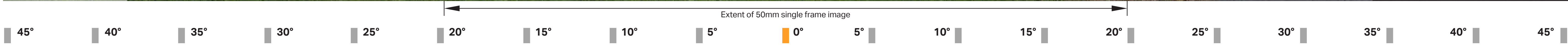
Camera: Canon EOS 5D MkIV
 Lens: Sigma 50mm f/1.4 DG HSM
 Horizontal Field of View: 90°
 Direction of View: North West
 Location: E640036 N261620

Eye level: 12.4m
 Height of Camera: 1.6m

Sea Link Suffolk Onshore Scheme
Viewpoint 5 Heritage: Public Bridleway (Sternfield 491, route 10), east of Sternfield, looking northwest



BASELINE (SUMMER)



AECOM Delivering a better world

Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 13/09/2023, 09:44

Camera: Canon EOS 6D
 Lens: Canon EF50mm f/1.8 STM
 Horizontal Field of View: 90°
 Direction of View: North West
 Location: E640036 N261620

Eye level: 12.4m
 Height of Camera: 1.6m

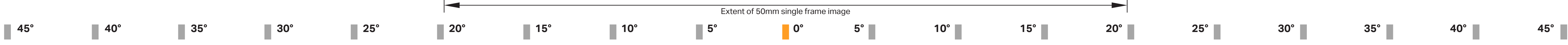
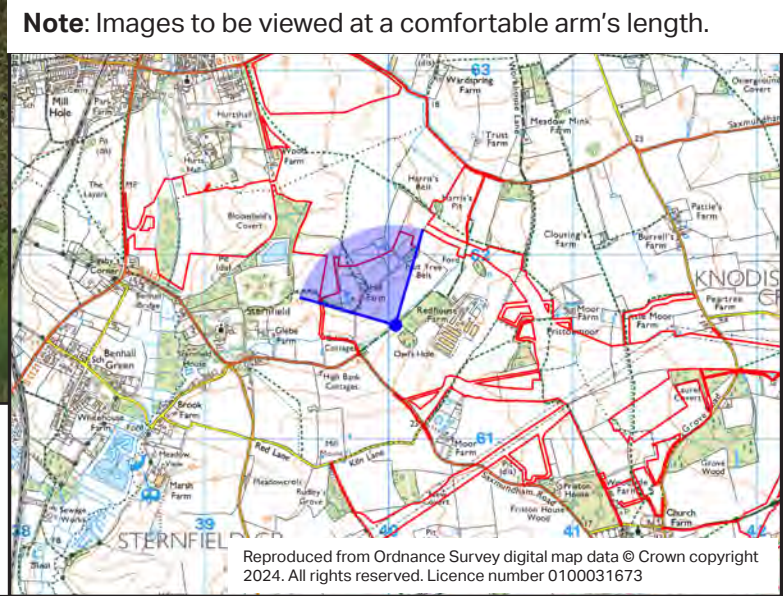
Sea Link Suffolk Onshore Scheme
Viewpoint 5 Heritage: Public Bridleway (Sternfield 491, route 10), east of Sternfield, looking northwest



KEY:
---- Maximum parameters of Sea Link Converter Station
---- Maximum parameters of LionLink Converter Station

OPERATION WITH LIONLINK CUMULATIVE SCENARIO (SUMMER YEAR 15)

Note: The cumulative photomontage shows an illustrative model of the LionLink Converter Station and a cyan transparent box to show the maximum parameters (shown as a worst-case scenario of 21m AOD finished ground level and a maximum height of 26m) contained in Table 2.7 of LionLink's PEIR Volume 1 Chapter 2 Description of the Proposed Scheme. This does not account for any earthworks (cutting and embankments) or landscape planting which the applicant understands are likely to be proposed by LionLink. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.



Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 13/09/2023, 09:44

Camera: Canon EOS 6D
 Lens: Canon EF50mm f/1.8 STM
 Horizontal Field of View: 90°
 Direction of View: North West
 Location: E640036 N261620

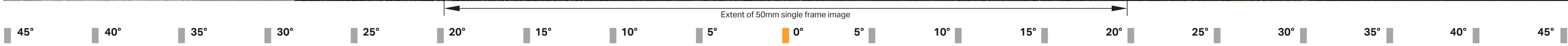
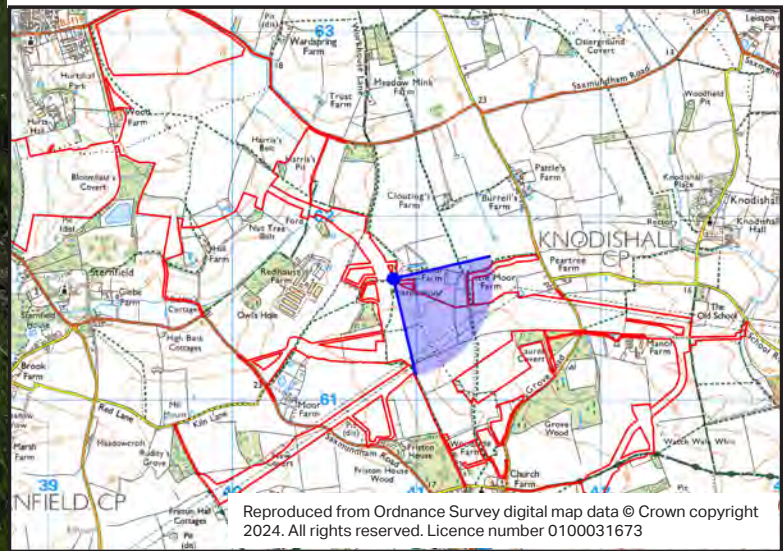
Eye level: 12.4m
 Height of Camera: 1.6m

Sea Link Suffolk Onshore Scheme
Viewpoint 5 Heritage: Public Bridleway (Sternfield 491, route 10), east of Sternfield, looking northwest



BASELINE (WINTER)

Note: Images to be viewed at a comfortable arm's length.



AECOM Delivering a better world

Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 07/04/2024, 13:29

Camera: Canon EOS 5D MkIV
 Lens: Sigma 50mm f/1.4 DG HSM
 Horizontal Field of View: 90°
 Direction of View: South East
 Location: E640886 N261652

Eye level: 25.2m
 Height of Camera: 1.6m

Sea Link Suffolk Onshore Scheme
Viewpoint 6 (a): Public Footpath (Friston 260, route 17), east of Sternfield, looking southeast



KEY:

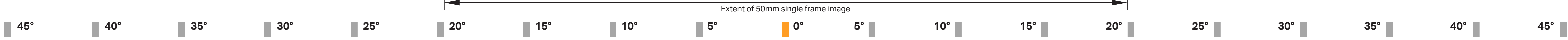
- NGET Friston Substation
- LionLink Substation Extension
- NGET Friston Substation Limits of Deviation (visible)
- - NGET Friston Substation Limits of Deviation (not visible)

FRISTON SCENARIO 2 WITH LIONLINK CUMULATIVE SCENARIO (WINTER YEAR 1)

Note: Images to be viewed at a comfortable arm's length.

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Note: The cumulative photomontage shows the maximum parameters of the LionLink Substation Extension works should Kiln Lane 400kV GIS be developed by others as contained in the January 2026 statutory consultation material (drawing reference: LLK1-BRH-DWG-CVD-000159) shown at a maximum height of 16m.



Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 07/04/2024, 13:29

Camera:
 Lens: Horizontal Field of View:
 Direction of View:
 Location:

Canon EOS 5D MkIV
 Sigma 50mm f/1.4 DG HSM
 South East
 E640886 N261652

Eye level: 25.2m
 Height of Camera: 1.6m

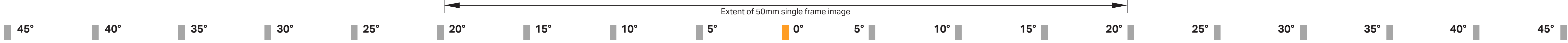
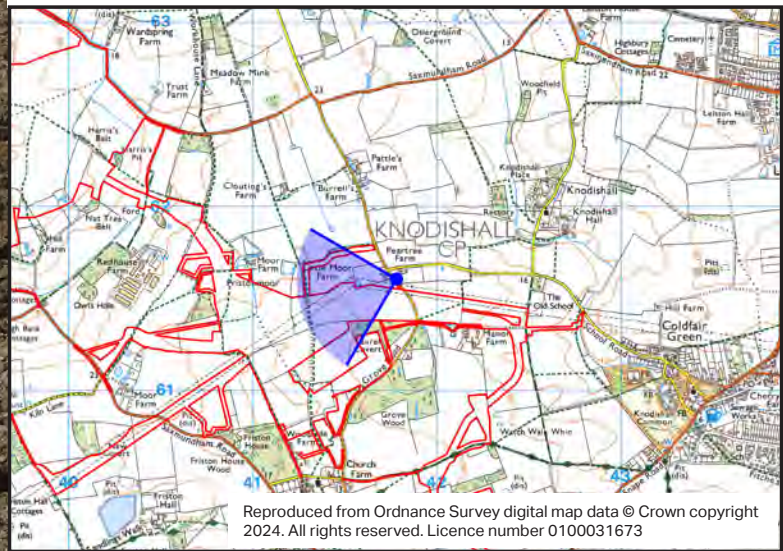
Note: The block photomontage shows the maximum parameters for the NGET Friston substation. The block photomontage shows two new pylons and the removal of one pylon under Friston Scenario 2. No visualisation has been prepared for Friston Scenario 1 as no new infrastructure would be present.

Sea Link Suffolk Onshore Scheme
Viewpoint 6 (a): Public Footpath (Friston 260, route 17), east of Sternfield, looking southeast



BASELINE (WINTER)

Note: Images to be viewed at a comfortable arm's length.



AECOM Delivering a better world

Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 06/04/2024, 12:07

Camera:
 Lens: Sigma 50mm f/1.4 DG HSM
 Horizontal Field of View: 90°
 Direction of View: West
 Location: E641769 N261597

Canon EOS 5D MkIV
 Sigma 50mm f/1.4 DG HSM
 West
 E641769 N261597

Eye level: 25.1m
 Height of Camera: 1.6m

Sea Link Suffolk Onshore Scheme
Viewpoint 7: Grove Road, north of Friston, looking west



KEY:

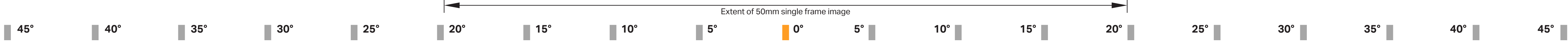
- NGET Friston Substation
- LionLink Substation Extension
- NGET Friston Substation Limits of Deviation (visible)
- NGET Friston Substation Limits of Deviation (not visible)

FRISTON SCENARIO 2 WITH LIONLINK CUMULATIVE SCENARIO (WINTER YEAR 1)

Note: Images to be viewed at a comfortable arm's length.

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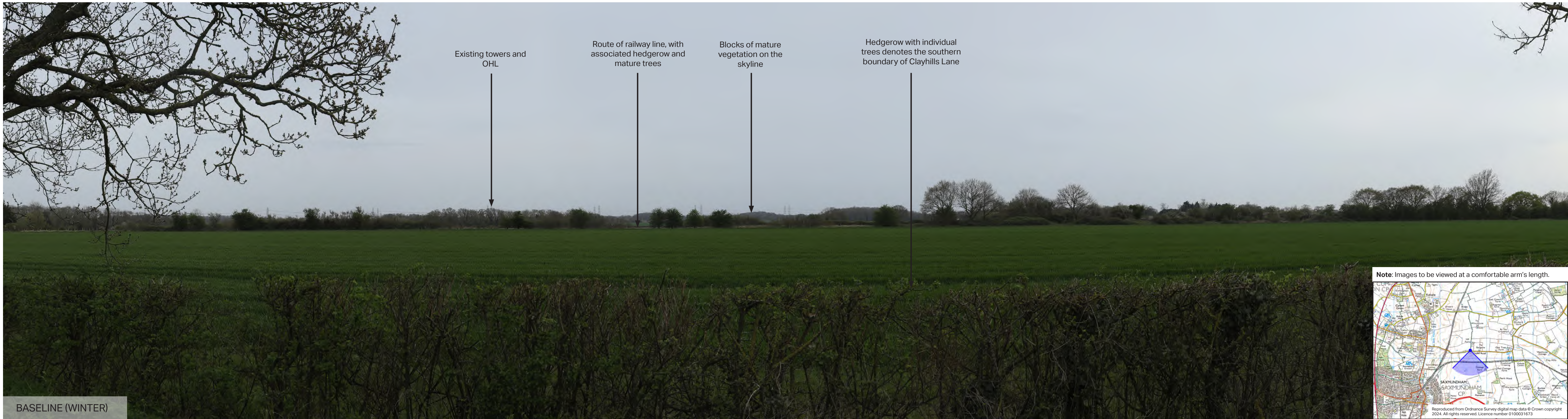
Note: The cumulative photomontage shows the maximum parameters of the LionLink Substation Extension works should Kiln Lane 400kV GIS be developed by others as contained in the January 2026 statutory consultation material (drawing reference: LLK1-BRH-DWG-CVD-000159) shown at a maximum height of 16m.



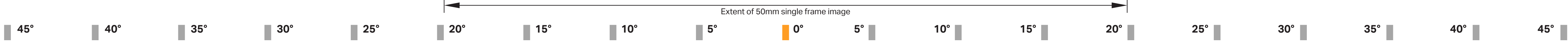
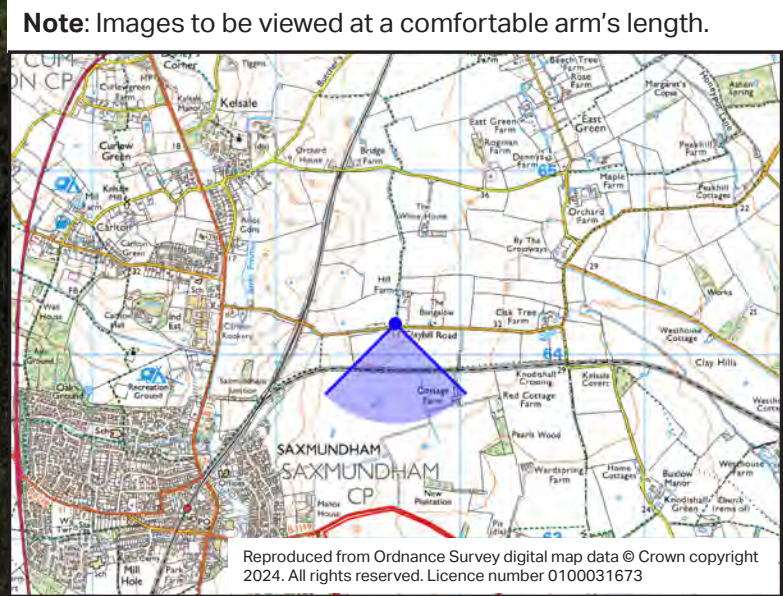
AECOM Delivering a better world	Visualisation Type:	3	Camera:	Canon EOS 5D MkIV	Eye level:	25.1m
	Projection:	Cylindrical	Lens:	Sigma 50mm f/1.4 DG HSM	Height of Camera:	1.6m
	Enlargement Factor:	96%	Horizontal Field of View:	90°		
	Paper Size:	A1	Direction of View:	West		
	Date / Time:	06/04/2024, 12:07	Location:	E641769 N261597		

Note: The block photomontage shows the maximum parameters for the NGET Friston substation. The block photomontage shows two new pylons and the removal of one pylon under Friston Scenario 2. No visualisation has been prepared for Friston Scenario 1 as no new infrastructure would be present.

Sea Link Suffolk Onshore Scheme
Viewpoint 7: Grove Road, north of Friston, looking west



BASELINE (WINTER)



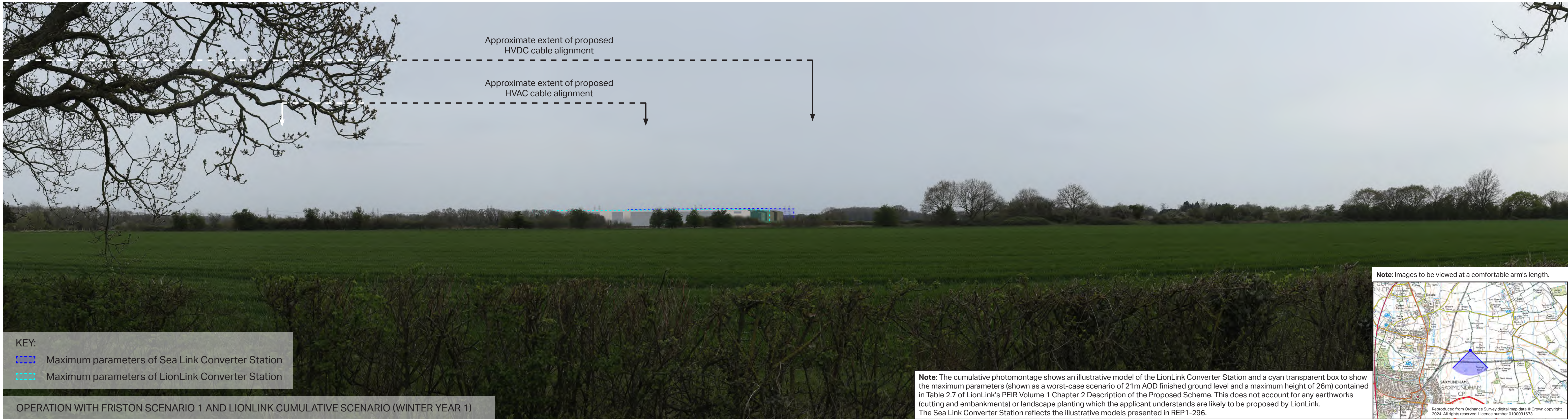
AECOM Delivering a better world

Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 06/04/2024, 15:53

Camera: Canon EOS 5D MkIV
 Lens: Sigma 50mm f/1.4 DG HSM
 Horizontal Field of View: 90°
 Direction of View: South
 Location: E639646 N264155

Eye level: 39.3m
 Height of Camera: 1.6m

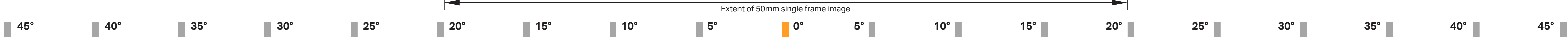
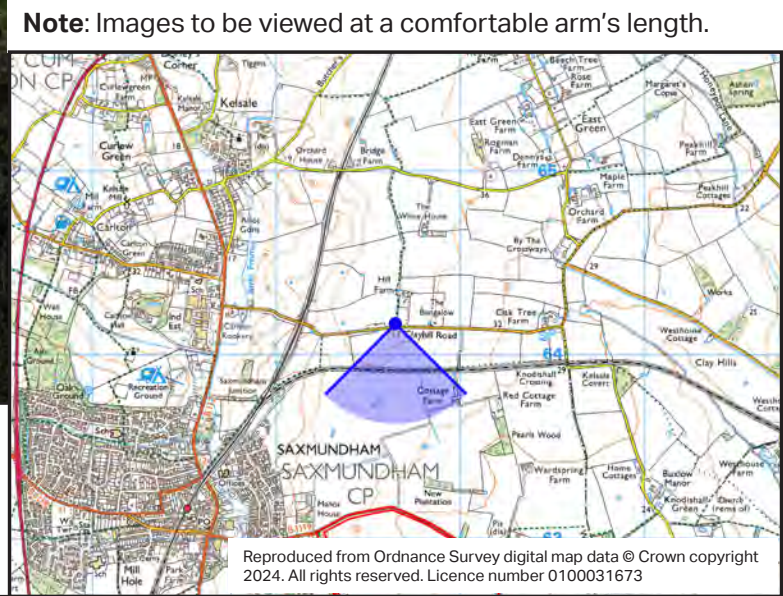
Sea Link Suffolk Onshore Scheme
Viewpoint 15: Clayhills Road and public footpath (Kelsale-cum-Carlton, route 34), east of Carlton, looking south



KEY:
- - - - Maximum parameters of Sea Link Converter Station
- - - - Maximum parameters of LionLink Converter Station

OPERATION WITH FRISTON SCENARIO 1 AND LIONLINK CUMULATIVE SCENARIO (WINTER YEAR 1)

Note: The cumulative photomontage shows an illustrative model of the LionLink Converter Station and a cyan transparent box to show the maximum parameters (shown as a worst-case scenario of 21m AOD finished ground level and a maximum height of 26m) contained in Table 2.7 of LionLink's PEIR Volume 1 Chapter 2 Description of the Proposed Scheme. This does not account for any earthworks (cutting and embankments) or landscape planting which the applicant understands are likely to be proposed by LionLink. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.



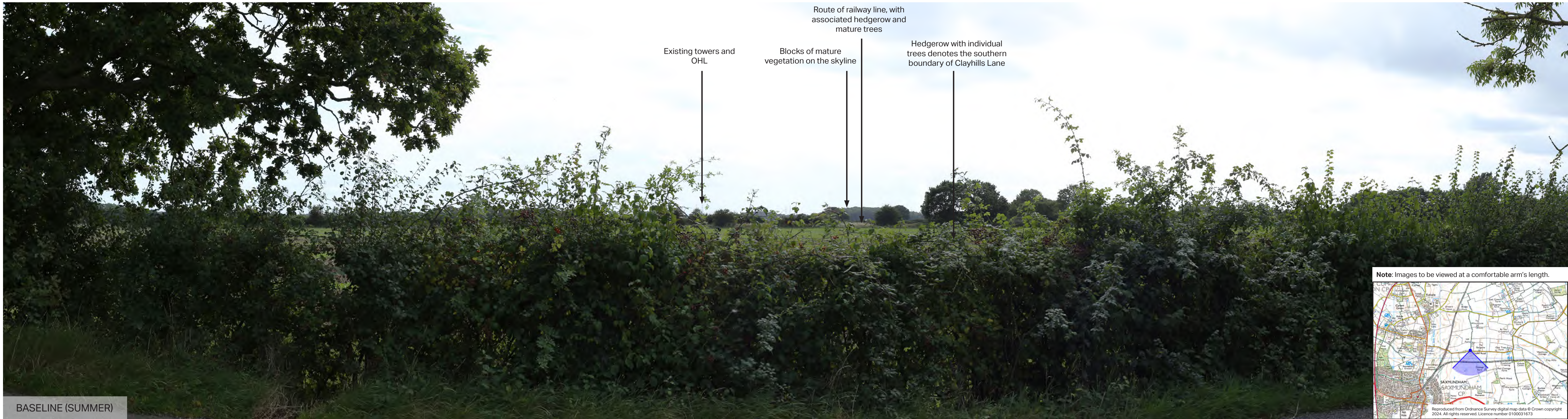
Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 06/04/2024, 15:53

Camera: Canon EOS 5D MkIV
 Lens: Sigma 50mm f/1.4 DG HSM
 Horizontal Field of View: 90°
 Direction of View: South
 Location: E639646 N264155

Eye level: 39.3m
 Height of Camera: 1.6m

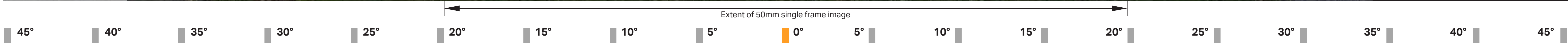
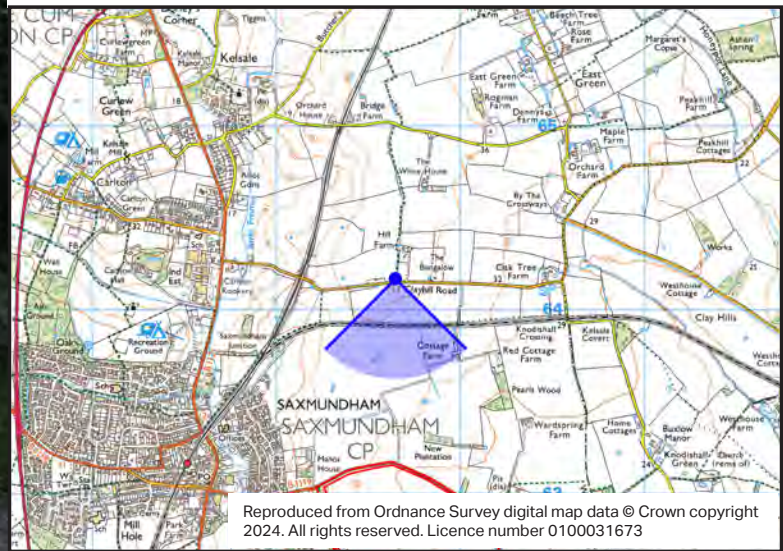
Note: The photomontage assumes under Friston Scenario 1 that Friston Substation has been constructed under the SPR consent, so is not shown in the photomontage.

Sea Link Suffolk Onshore Scheme
Viewpoint 15: Clayhills Road and public footpath (Kelsale-cum-Carlton, route 34), east of Carlton, looking south



BASELINE (SUMMER)

Note: Images to be viewed at a comfortable arm's length.



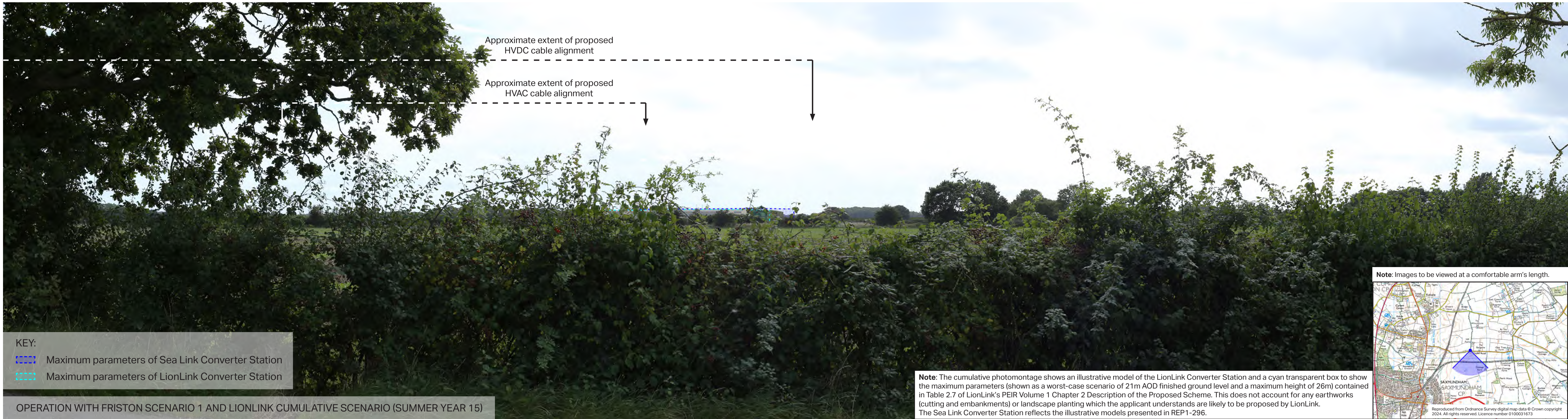
AECOM Delivering a better world

Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 13/09/2023, 14:00

Camera: Canon EOS 6D
 Lens: Canon EF50mm f/1.8 STM
 Horizontal Field of View: 90°
 Direction of View: South
 Location: E639646 N264155

Eye level: 39.3m
 Height of Camera: 1.6m

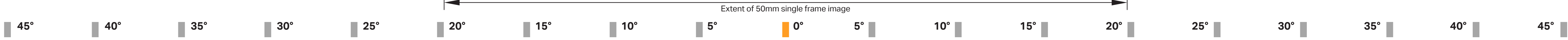
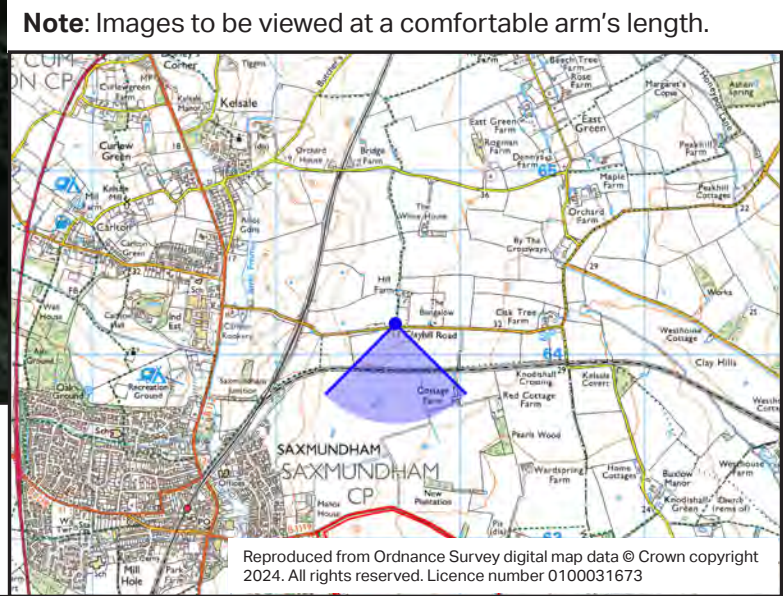
Sea Link Suffolk Onshore Scheme
Viewpoint 15: Clayhills Road and public footpath (Kelsale-cum-Carlton, route 34), east of Carlton, looking south



KEY:
- - - - Maximum parameters of Sea Link Converter Station
- - - - Maximum parameters of LionLink Converter Station

OPERATION WITH FRISTON SCENARIO 1 AND LIONLINK CUMULATIVE SCENARIO (SUMMER YEAR 15)

Note: The cumulative photomontage shows an illustrative model of the LionLink Converter Station and a cyan transparent box to show the maximum parameters (shown as a worst-case scenario of 21m AOD finished ground level and a maximum height of 26m) contained in Table 2.7 of LionLink's PEIR Volume 1 Chapter 2 Description of the Proposed Scheme. This does not account for any earthworks (cutting and embankments) or landscape planting which the applicant understands are likely to be proposed by LionLink. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.



Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 13/09/2023, 14:00

Camera: Canon EOS 6D
 Lens: Canon EF50mm f/1.8 STM
 Horizontal Field of View: 90°
 Direction of View: South
 Location: E639646 N264155

Eye level: 39.3m
 Height of Camera: 1.6m

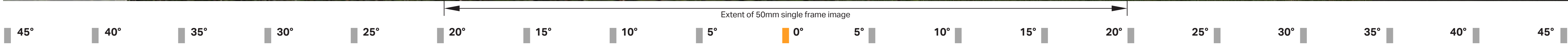
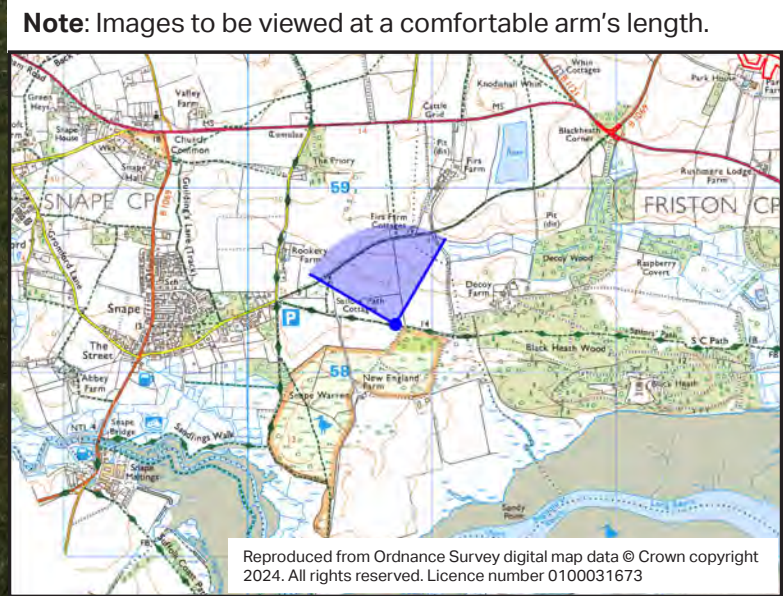
Note: The photomontage assumes under Friston Scenario 1 that Friston Substation has been constructed under the SPR consent, so is not shown in the photomontage.

Viewpoint 15: Clayhills Road and public footpath (Kelsale-cum-Carlton, route 34), east of Carlton, looking south

Sea Link Suffolk Onshore Scheme



BASELINE (WINTER)



AECOM Delivering a better world

Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 06/04/2024, 10:16

Camera:
 Lens: Sigma 50mm f/1.4 DG HSM
 Horizontal Field of View: 90°
 Direction of View: North
 Location: E640798 N258254

Canon EOS 5D MkIV
 Sigma 50mm f/1.4 DG HSM
 Eye level: 14.7m
 Height of Camera: 1.6m

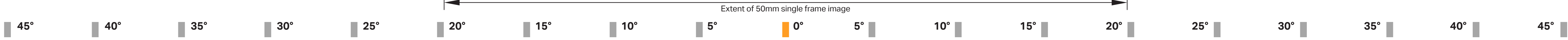
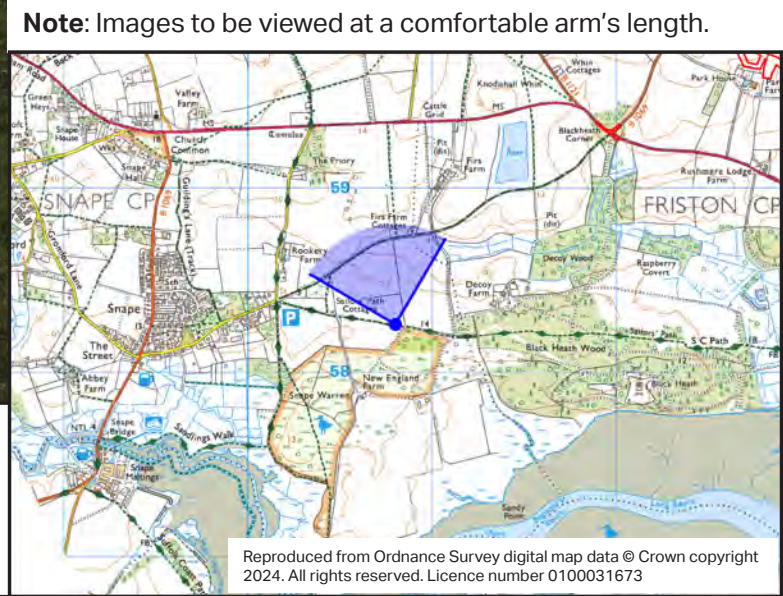
Sea Link Suffolk Onshore Scheme
Viewpoint 18: Suffolk Coast Path recreational route, east of Snape, looking north



KEY:
▬▬▬▬ Maximum parameters of Sea Link Converter Station
▬▬▬▬ Maximum parameters of LionLink Converter Station

OPERATION WITH FRISTON SCENARIO 1 AND LIONLINK CUMULATIVE SCENARIO (WINTER YEAR 1)

Note: The cumulative photomontage shows an illustrative model of the LionLink Converter Station and a cyan transparent box to show the maximum parameters (shown as a worst-case scenario of 21m AOD finished ground level and a maximum height of 26m) contained in Table 2.7 of LionLink's PEIR Volume 1 Chapter 2 Description of the Proposed Scheme. This does not account for any earthworks (cutting and embankments) or landscape planting which the applicant understands are likely to be proposed by LionLink. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.



Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 06/04/2024, 10:16

Camera: Canon EOS 5D MkIV
 Lens: Sigma 50mm f/1.4 DG HSM
 Horizontal Field of View: 90°
 Direction of View: North
 Location: E640798 N258254

Eye level: 14.7m
 Height of Camera: 1.6m

Note: The photomontage assumes under Friston Scenario 1 that Friston Substation has been constructed under the SPR consent, so is not shown in the photomontage.

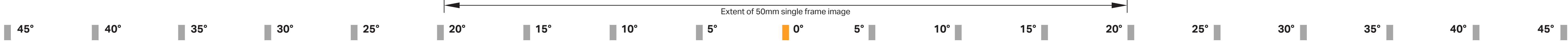
Sea Link Suffolk Onshore Scheme
Viewpoint 18: Suffolk Coast Path recreational route, east of Snape, looking north



BASELINE (SUMMER)

Note: Images to be viewed at a comfortable arm's length.

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Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 13/09/2023, 13:10

Camera: Canon EOS 6D
 Lens: Canon EF50mm f/1.8 STM
 Horizontal Field of View: 90°
 Direction of View: North
 Location: E640798 N258254

Eye level: 14.7m
 Height of Camera: 1.6m

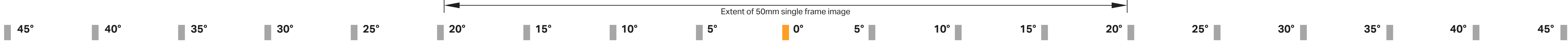
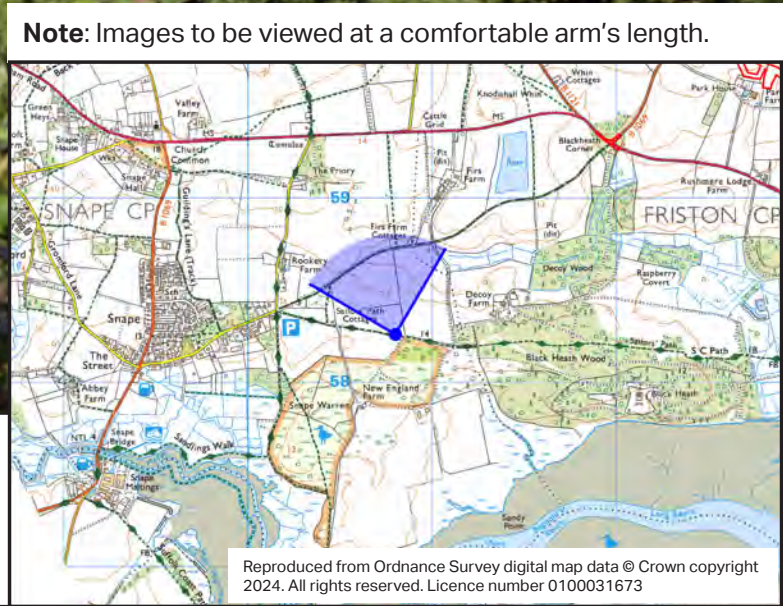
Sea Link Suffolk Onshore Scheme
Viewpoint 18: Suffolk Coast Path recreational route, east of Snape, looking north



KEY:
 Maximum parameters of Sea Link Converter Station
 Maximum parameters of LionLink Converter Station

OPERATION WITH FRISTON SCENARIO 1 AND LIONLINK CUMULATIVE SCENARIO (SUMMER YEAR 15)

Note: The cumulative photomontage shows an illustrative model of the LionLink Converter Station and a cyan transparent box to show the maximum parameters (shown as a worst-case scenario of 21m AOD finished ground level and a maximum height of 26m) contained in Table 2.7 of LionLink's PEIR Volume 1 Chapter 2 Description of the Proposed Scheme. This does not account for any earthworks (cutting and embankments) or landscape planting which the applicant understands are likely to be proposed by LionLink. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.



Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 13/09/2023, 13:10

Camera: Canon EOS 6D
 Lens: Canon EF50mm f/1.8 STM
 Horizontal Field of View: 90°
 Direction of View: North
 Location: E640798 N258254

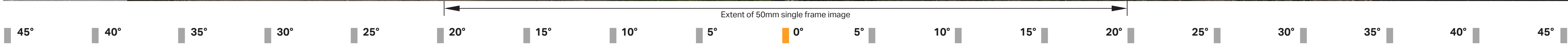
Eye level: 14.7m
 Height of Camera: 1.6m

Note: The photomontage assumes under Friston Scenario 1 that Friston Substation has been constructed under the SPR consent, so is not shown in the photomontage.

Sea Link Suffolk Onshore Scheme
Viewpoint 18: Suffolk Coast Path recreational route, east of Snape, looking north



BASELINE (WINTER)

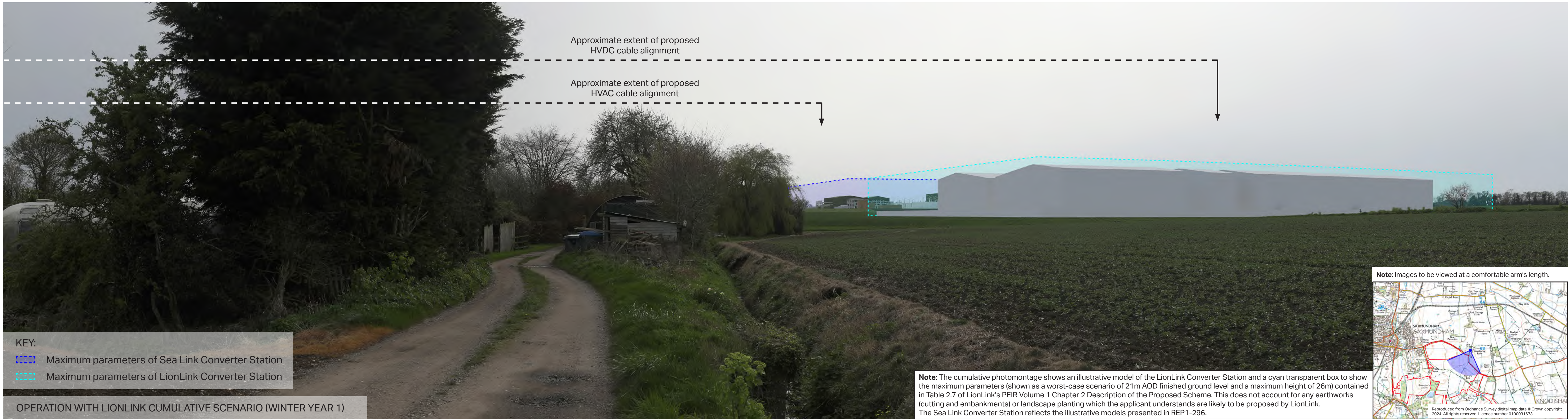


AECOM Delivering a better world

Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 06/04/2024, 14:12

Camera: Canon EOS 5D MkIV
 Lens: Sigma 50mm f/1.4 DG HSM
 Horizontal Field of View: 90°
 Direction of View: South West
 Location: E640267 N263061
 Eye level: 22.3m
 Height of Camera: 1.6m

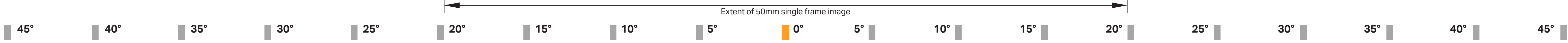
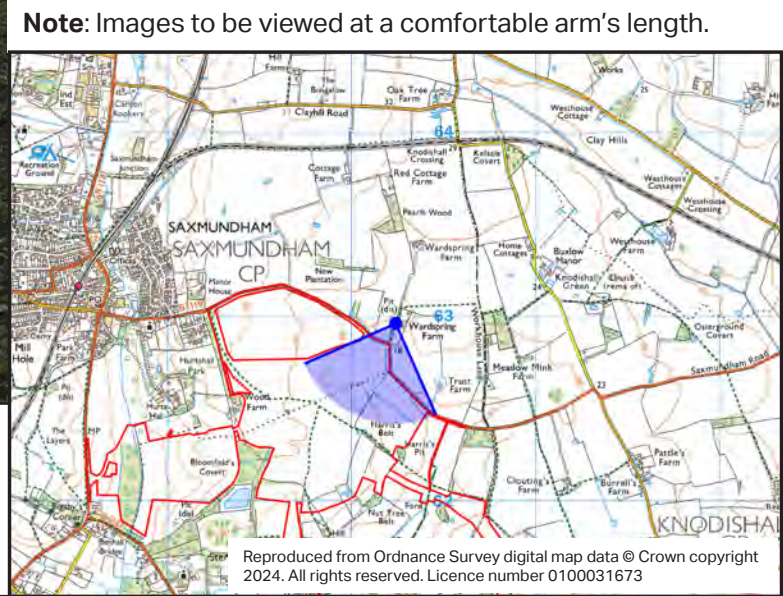
Sea Link Suffolk Onshore Scheme
Viewpoint 21: Public footpath (Saxmundham 460, route 8), looking southwest



KEY:
---- Maximum parameters of Sea Link Converter Station
---- Maximum parameters of LionLink Converter Station

OPERATION WITH LIONLINK CUMULATIVE SCENARIO (WINTER YEAR 1)

Note: The cumulative photomontage shows an illustrative model of the LionLink Converter Station and a cyan transparent box to show the maximum parameters (shown as a worst-case scenario of 21m AOD finished ground level and a maximum height of 26m) contained in Table 2.7 of LionLink's PEIR Volume 1 Chapter 2 Description of the Proposed Scheme. This does not account for any earthworks (cutting and embankments) or landscape planting which the applicant understands are likely to be proposed by LionLink. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.



Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 06/04/2024, 14:12

Camera: Canon EOS 5D MkIV
 Lens: Sigma 50mm f/1.4 DG HSM
 Horizontal Field of View: 90°
 Direction of View: South West
 Location: E640267 N263061

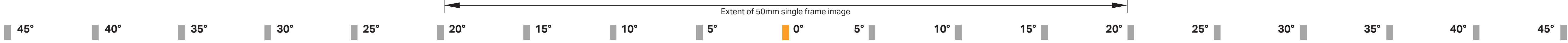
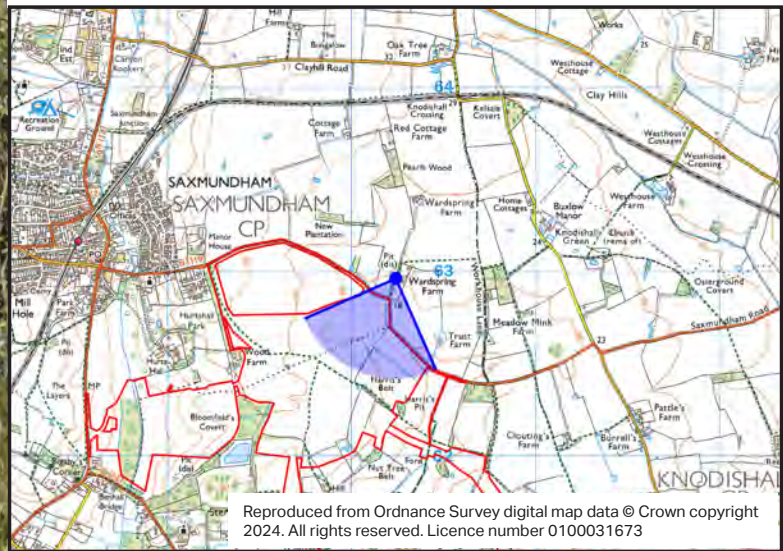
Eye level: 22.3m
 Height of Camera: 1.6m

Sea Link Suffolk Onshore Scheme
Viewpoint 21: Public footpath (Saxmundham 460, route 8), looking southwest



BASELINE (SUMMER)

Note: Images to be viewed at a comfortable arm's length.



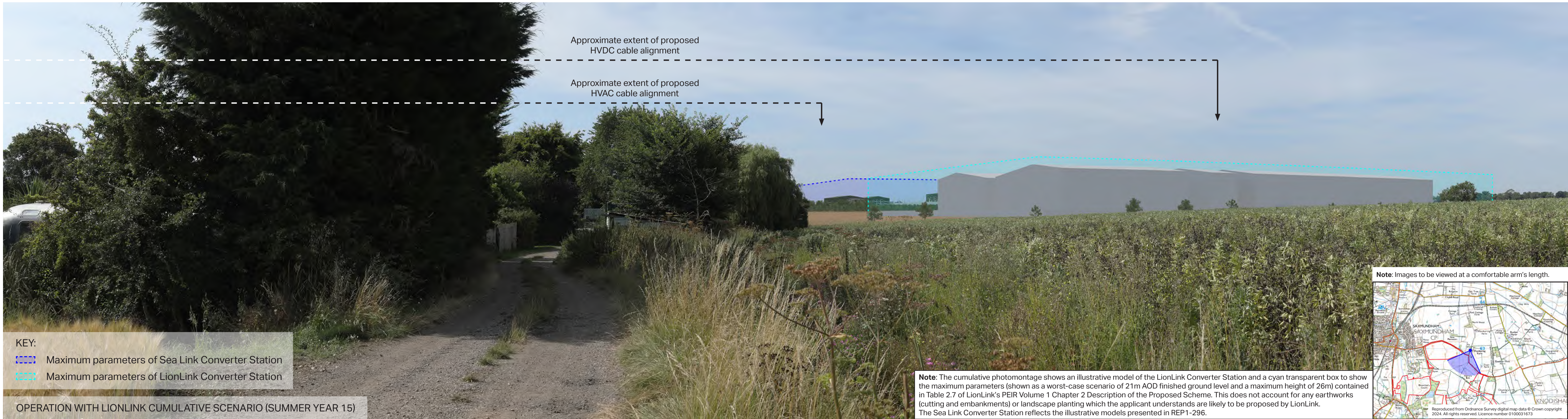
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Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 30/07/2024, 10:17

Camera:
 Lens: Sigma 50mm f/1.4 DG HSM
 Horizontal Field of View: 90°
 Direction of View: South West
 Location: E640267 N263061

Canon EOS 5D MkIV
 Sigma 50mm f/1.4 DG HSM
 Eye level: 22.3m
 Height of Camera: 1.6m

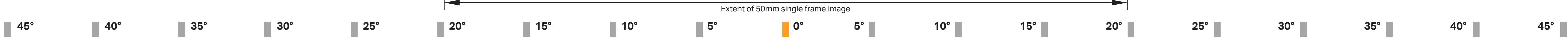
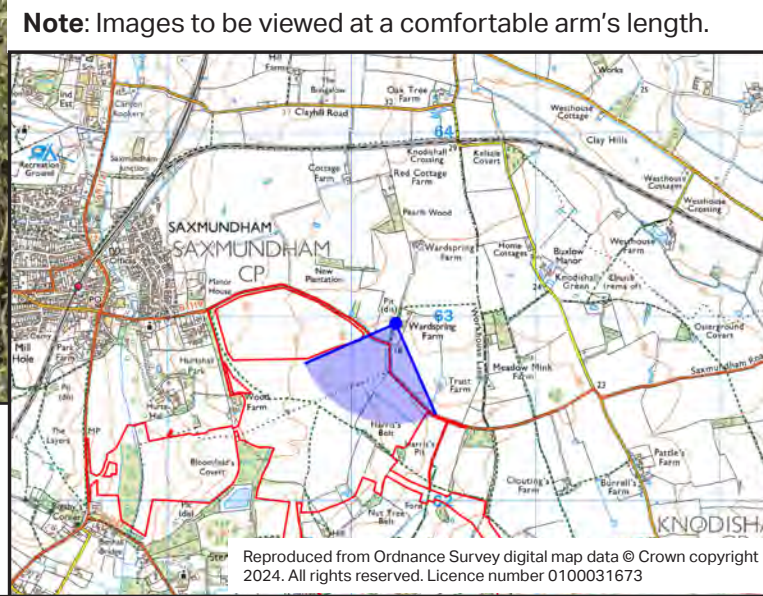
Sea Link Suffolk Onshore Scheme
Viewpoint 21: Public footpath (Saxmundham 460, route 8), looking southwest



KEY:
▭ Maximum parameters of Sea Link Converter Station
▭ Maximum parameters of LionLink Converter Station

OPERATION WITH LIONLINK CUMULATIVE SCENARIO (SUMMER YEAR 15)

Note: The cumulative photomontage shows an illustrative model of the LionLink Converter Station and a cyan transparent box to show the maximum parameters (shown as a worst-case scenario of 21m AOD finished ground level and a maximum height of 26m) contained in Table 2.7 of LionLink's PEIR Volume 1 Chapter 2 Description of the Proposed Scheme. This does not account for any earthworks (cutting and embankments) or landscape planting which the applicant understands are likely to be proposed by LionLink. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.



Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 30/07/2024, 10:17

Camera:
 Lens: Sigma 50mm f/1.4 DG HSM
 Horizontal Field of View: 90°
 Direction of View: South West
 Location: E640267 N263061

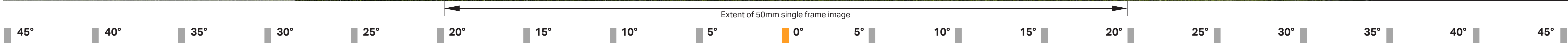
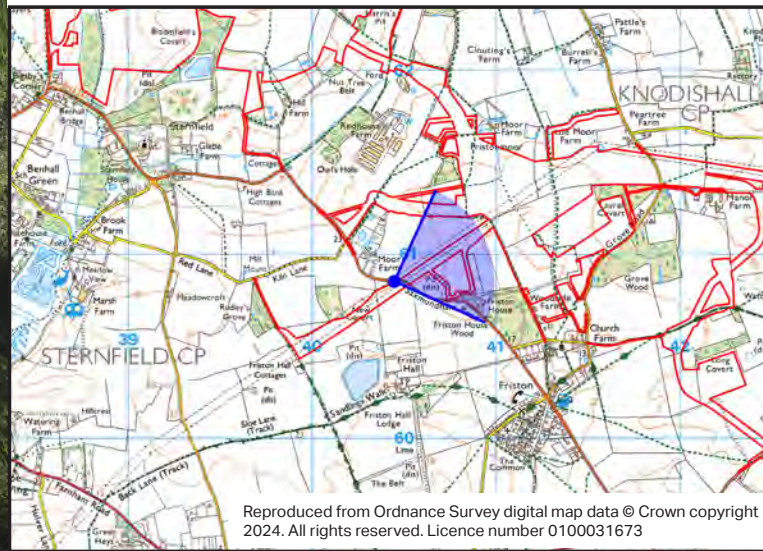
Canon EOS 5D MkIV
 Sigma 50mm f/1.4 DG HSM
 Eye level: 22.3m
 Height of Camera: 1.6m

Sea Link Suffolk Onshore Scheme
Viewpoint 21: Public footpath (Saxmundham 460, route 8), looking southwest



BASELINE (WINTER)

Note: Images to be viewed at a comfortable arm's length.



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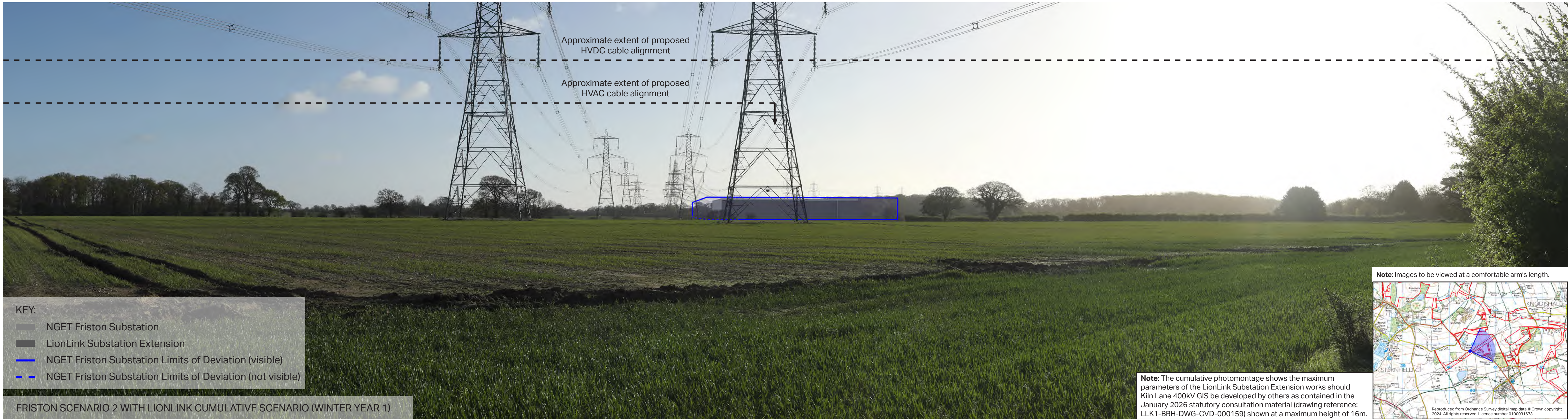
Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 07/04/2024, 07:03

Camera:
 Lens: Sigma 50mm f/1.4 DG HSM
 Horizontal Field of View: 90°
 Direction of View: North East
 Location: E640475 N260860

Canon EOS 5D MkIV
 Sigma 50mm f/1.4 DG HSM
 90°
 North East
 E640475 N260860

Eye level: 22.6m
 Height of Camera: 1.6m

Sea Link Suffolk Onshore Scheme
Viewpoint 22: Saxmundham Road (B1121), northwest of Friston, looking northeast

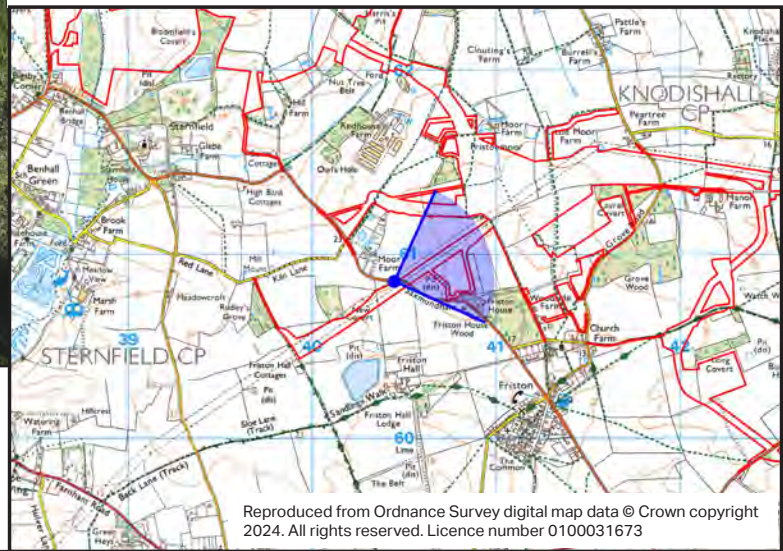


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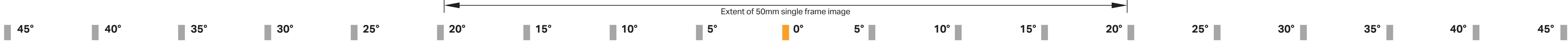
- NGET Friston Substation
- LionLink Substation Extension
- NGET Friston Substation Limits of Deviation (visible)
- NGET Friston Substation Limits of Deviation (not visible)

FRISTON SCENARIO 2 WITH LIONLINK CUMULATIVE SCENARIO (WINTER YEAR 1)

Note: Images to be viewed at a comfortable arm's length.



Note: The cumulative photomontage shows the maximum parameters of the LionLink Substation Extension works should Kiln Lane 400kV GIS be developed by others as contained in the January 2026 statutory consultation material (drawing reference: LLK1-BRH-DWG-CVD-000159) shown at a maximum height of 16m.



Visualisation Type: 3
 Projection: Cylindrical
 Enlargement Factor: 96%
 Paper Size: A1
 Date / Time: 07/04/2024, 07:03

Camera: Canon EOS 5D MkIV
 Lens: Sigma 50mm f/1.4 DG HSM
 Horizontal Field of View: 90°
 Direction of View: North East
 Location: E640475 N260860
 Eye level: 22.6m
 Height of Camera: 1.6m

Note: The block photomontage shows the maximum parameters for the NGET Friston substation. The block photomontage shows two new pylons and the removal of one pylon under Friston Scenario 2. No visualisation has been prepared for Friston Scenario 1 as no new infrastructure would be present.

Sea Link Suffolk Onshore Scheme
Viewpoint 22: Saxmundham Road (B1121), northwest of Friston, looking northeast

Appendix B Information in Response to Cultural Heritage Actions (AP53 – AP56)

Appendix Table B.1 AP53 - Assessment of Listed Buildings in the Friston Area in the absence of the consented EA1N/EA2 Scheme (i.e. the Suffolk Onshore Scheme only)

Name	Asset ID (NHLE) Grade Value	Assessment of Heritage Value	Assessment of Setting	Impact Assessment	Magnitude of Impact Year 1 of operation	Assessed level of Effect at Year 1 of operation (significance)	Magnitude of Impact Year 15 of operation	Assessed level of Residual Effect at Year 15 of operation (significance)	Assessed degree of harm
Church of St Mary, Friston	1287864 Grade II* High	The Church of St Mary dates to the 11th century, although much of the surviving fabric is later with the main body of the church dating to the 14th and 15th century. There is also extensive evidence of restoration work dating to the 19th and 20th century. The church's value largely stems from its architectural and historic interest derived from the information they contain associated with medieval and post-medieval development of Friston, as well as the part the church played in the community. Churches with medieval origins also have important archaeological interest as well, as they hold evidence of previous phases of construction and alteration, and demonstrate aspects of medieval and later building techniques.	The view from Church Lane immediately north of the church towards the development is shown on LVIA Viewpoint 23 in [APP-213 and APP-214]. The church is located within its associated churchyard with upstanding grave memorials bounded by hedges. The churchyard also contains the Grade II listed Friston War Memorial (NHLE: 1435814) forming part of its setting. The setting of the church is very much linked to the rural settlement of Friston, with the church serving the population of Friston Parish which extended across the village and the fields to north. The setting of the church extends over the wider area, with the tower representing a landmark in the wider parish, rising just above the prevailing tree line in views, particularly from the immediate north of the asset within the agricultural landscape on the edge of the village. Views in this area are predominantly views of agricultural fields, altered from their historic appearance through boundary loss, but still reflecting the church's historic setting and function as a rural parish church.	Friston Substation would be constructed c.675m to the north of the church within its historically-associated parish (now part of Knodishall Parish). An existing overhead line is present to the north and the substation would be constructed just to the south of it. Mitigation screening planting is proposed to the south of the SPR site in the form of a wide blocks of native woodland planting c.380m to the north of the church, as indicated on the updated Figure 5 of Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan – Suffolk , submitted at Deadline 4. Whilst this will serve to screen views of this out of character form of development within the asset's wider setting, the planting itself would change the character of the landscape from fields to woodland, closing off longer range views towards and from the church.	Small 'Changes to the setting that have a slight impact on its value resulting in changes in our ability to understand and appreciate the value of the asset.'	Moderate (significant)	Small 'Changes to the setting that have a slight impact on its value resulting in changes in our ability to understand and appreciate the value of the asset.'	Moderate (significant)	Less than substantial harm at the low end of the scale

Friston Post Mill	1215741 Grade II* High	Friston Post Mill was built in 1812 and modified in the 1870s. It retains a large proportion of its original fabric from 1812, but it also contained significant historic interest in the 19 th century alterations to create a more sophisticated example, which the listed building description by Historic England notes to be judged as one of the finest remaining post mills in the world. Internally the post mill retains important evidence of the milling process, which is still legible in the remaining mechanism, including the windshaft, tail wheel, 2 great spur wheels the wooden brake-wheel. The mill stone have been removed.	The post mill is located off Mill Road in the settlement of Friston and this village setting reflects 19 th century historic maps which show that it was always located within this built-up area. The Friston Tithe Map and Apportionment of 1847 describe it as a 'mill and yard'. There are now modern houses to its west side along Mill Road, but around the asset there are a collection of historic buildings that reflect the village's 19 th century appearance and contribute to its setting, this includes a single storey brick corn store on the road frontage and the late-19 th century Mill House to its north west side. The agricultural landscape surrounding the settlement also provides the functional context for the mill.	Whist Friston Substation would be located within the wider agricultural landscape around the settlement of Friston, it is considered that there is sufficient open space around the settlement and between the asset and substation site such that the asset's setting would not be affected by the presence of the substation and its associated infrastructure.	No impact	Neutral	No impact	Neutral	No harm
High House Farm	1216049 Grade II Medium	High House Farmhouse is a timber-farmed farmhouse dating to the 17th century, with 19th and 20th century alterations. It is located to the north of Friston on Friston Moor. The heritage value of the farmhouse stems from its architectural and historic interest as an example of a 17th century vernacular building associated with farming. It also retains some archaeological interest in its timber framing which could provide refined evidence of its date and construction techniques. The farm also formed part of a larger settlement complex which included the Grade II listed Little Moor Farm (NHLE 1215743) a possible moated site (KND011) and enclosure (KND015), at the northern edge of Friston Moor (FRS013).	The associated historic farmstead buildings are still present to the east side of the farmhouse, but it is no longer a working farm and all buildings are converted to residential use. The complex sites within a garden bounded by trees. The 1847 Friston Tithe Map and Apportionment records that the land within the converter station site was formerly part of this farm's landholding. The surrounding landscape has been significantly changed from its appearance on 19th century mapping through the loss of most field boundaries to open up the landscape and create larger arable fields. Other modern additions to the landscape include an existing overhead line to the south. Nevertheless, the surrounding agricultural land does makes a positive continuation to its setting. The house is well screened with woodland and other planting to the north, west and south, with later farm buildings to the east.	Friston Substation and associated pylon adjustments would be present c.530m south of the asset. There is existing screening around the farmhouse and to the south, which will be re-enforced with further tree planting immediately south of the property boundary and native shrub planting across the route of underground cables further to the south, as shown on the updated Figure 5 of Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan – Suffolk , submitted at Deadline 4. This will further screen views of the substation from within the house and garden, however the substation will occupy part of the farmhouse's historically-associated farmland. The substation will sit behind the existing overhead line in the views in the asset's wider environs, adding to existing modern infrastructure. This view can be represented by	Small 'Changes to the setting that have a slight impact on its value resulting in changes in our ability to understand and appreciate the value of the asset.'	Minor (not significant)	Negligible 'Changes to the setting of an asset that have little effect on its value and no real change in our ability to understand and appreciate the value of the asset'	Negligible (not significant)	Less than substantial harm a low end of the scale.

				LVIA Viewpoint 6 (a) in [APP-209 and APP-210] and updated Cumulative Viewpoint 6 (a) (Sealink and LionLink) in Appendix A.					
Little Moor Farm	1215743 Grade II Medium	Little Moor farm is a timber-farmed farmhouse dating to the 17th century. It is located to the north of Friston on Friston Moor. The heritage value of the farmhouse stems from its architectural and historic interest as an example of a 17th century vernacular building associated with farming. It also retains some archaeological interest in its timber framing which could provide refined evidence of its date and construction techniques. The farm also formed part of a larger settlement complex which included the Grade II listed High House Farm (NHLE 1216049) a possible moated site (KND011) and enclosure (KND015), at the northern edge of Friston Moor (FRS013).	The principal elevation of Little Moor farmhouse faces east away from the scheme. It is no longer involved in agricultural land use of the surrounding landscape. While probably originally built as a farmhouse, by 1847 when the Friston Tithe map and accompanying Apportionment were produced the farm only consisted of the house and two arable fields and pasture meadow to its immediate south, northwest and north sides. The surrounding landscape has been significantly changed from its appearance on 19th century historic mapping through the loss of most field boundaries to open up the landscape and create larger arable fields, although the field boundary enclosing the associated field to the south of the asset remains and appears to be in the same ownership as the farmhouse. Other modern additions to the landscape include an existing overhead line to the south. Nevertheless, the surrounding agricultural land does make a positive continuation to its setting. The house is well screened with woodland and other planting to the north, west and south.	Friston Substation and associated pylon adjustments would be present c.460m south of the asset. There is existing screening around the farmhouse and to the south, which will be re-enforced with further native woodland and tree planting immediately south of the property boundary, and to the south of its associated field as indicated on the updated Figure 5 of Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan – Suffolk , submitted at Deadline 4. This will largely screen views of the substation from within the house and garden, however the substation will sit behind the existing overhead line in the views in the asset's wider environs, adding to existing modern infrastructure. This view can be represented by LVIA Viewpoint 6 (a) in [APP-209 and APP-210] and updated Cumulative Viewpoint 6 (a) (Sealink and LionLink) in Appendix A.	Negligible 'Changes to the setting of an asset that have little effect on its value and no real change in our ability to understand and appreciate the value of the asset'	Negligible (not significant)	Negligible 'Changes to the setting of an asset that have little effect on its value and no real change in our ability to understand and appreciate the value of the asset'	Negligible (not significant)	Less than substantial harm a low end of the scale.
Nos 1 & 2 (Church Walls), Nos. 3 & 4 (Church Walls Cottage)	1287971 Grade II Medium	The 'Church Cottages' grouping date to the 17th century, with alter additions. The value of the cottages largely stems from their architectural and historic interest as examples of small vernacular timber-frame and thatched cottages in a rural settlement. As timber-framed buildings they also have archaeological interest in their fabric which could provide refined evidence	The setting of the assets is very much the rural settlement of Friston, with the tightly packed surrounding buildings, mostly also historic buildings contributing positively to their setting. They also have a close physical relationship with the Church of St Mary and its churchyard which is located to their north side.	Whilst the rural nature of the village setting of the cottages is acknowledged as a positive aspect of their setting, it is considered that there is sufficient open space around the settlement and between the asset and substation site, such that the asset's setting would not be affected by the presence of the substation and its associated infrastructure.	No impact	Neutral	No impact	Neutral	No harm.

of their date and construction techniques.

Friston House	1216066 Grade II Medium	The house has architectural and historic interest derived from the information it contains associated with post-medieval agriculture. The house is set within an inner formal garden, with broad bands of woodland which enclose both the house and the formal gardens. This situation is depicted on early mapping, including the tithe plan of 1847, and the Ordnance Survey mapping of 1882. As such it is clear that the house was not designed to have long views beyond the formal gardens. It was also not designed to be viewed from the surrounding landscape.	The house's designed setting comprises of landscaped grounds that surround the house and give way to extensive woodland on the south towards Friston. To the north a bank of woodland screens the house from the agricultural land, with historic mapping from the 19th century demonstrating that the inner gardens and outer woodland have always provided the house with screening. As such the setting of the house is the inner formal landscaped grounds and outer woodland, and this setting is still experienced today. The Friston Substation site does not make a contribution to this identified setting.	As the site does not make a contribution to the setting of and heritage value of the asset, the development does not have the capacity to impact upon its value.	No impact	Neutral (not significant)	No impact	Neutral (not significant)	No harm
Friston War Memorial	1435814 Grade II Medium	Friston War Memorial was erected in 1920 by the inhabitants of Friston. It takes the form of a Portland stone cross bearing the sword of sacrifice. It includes the names of 15 men of the parish who died during the First World War. Following the Second World War the seven names of the fallen of that conflict were added to the memorial along with the dates 1939 - 1945. The memorial has communal historic interest and architectural interest as a local example of a form of memorialisation of a national tragedy.	The war memorial is located within the churchyard of the Church of St Mary and within the settlement of Friston, whose fallen it commemorates. It is common for war memorials to be placed, like this one, at or near the parish church as a central place in the village, a central of worship, and a central place of community and reflection where services of remembrance would be held each year. The village setting and the close relationship to the church therefore contribute positively to its setting enhancing understanding of the asset, and understanding of the scale of loss in both wars that was felt in every part of the country.	Whilst the rural nature of the church and village setting of the memorial is acknowledged as a positive aspect of its setting, it is considered that there is sufficient open space around the settlement and between the asset and substation site, such that the asset's setting would not be affected by the presence of the substation and its associated infrastructure.	No impact	Neutral	No impact	Neutral	No harm.
Woodside Farmhouse	1215744 Grade II Medium	Woodside Farm is a Grade II listed farmstead dating from at least the late 17th century and still in existence as a house. It is located on a narrow historic track that runs north from Friston towards Friston Moor, with the farmstead including the	Woodside Farm is shown on LVIA Viewpoint 23 in [APP-213 and APP-214]. While probably originally built as a farmhouse, by 1847 when the Friston Tithe map and accompanying Apportionment were produced the farm only consisted of the house, a	The land within Friston Substation site does not have a known historical association with the farm, but the Substation would be constructed approximately 500m to the northeast of the asset and would be present in	Small 'Changes to the setting that have a slight impact on its value resulting in changes in	Minor	Negligible 'Changes to the setting of an asset that have little effect on its value and no real change in	Negligible	Less than substantial at the low end of the scale

<p>main farmhouse on the eastern side of the track and ancillary buildings on the western side of the track.</p> <p>As a Grade II listed building, the farmstead is considered to be of Medium Value, and this value largely stems from its architectural and historic interest derived from the information it contains associated with post-medieval agriculture and the structures that supported it.</p>	<p>blacksmith's shop and two arable fields to its immediate north and east side. The asset now no longer forms part of a working farm and is instead a private residence accessed via an enclosed private lane. The house is still located in an agricultural setting, with fields to the north, east and south. However, the landscape has been altered since the 17th century when the house was built, with small fields combined through boundary removal to form large arable fields. Modern infrastructure in the surroundings also includes an overhead power line c.0.5 km to the north.</p>	<p>views of the asset in its wider rural agricultural surroundings that reflect its heritage value. Mitigation screening planting is proposed to reinforce field boundaries enclosing the field to the immediate east the house. To the south of the SPR site wide blocks of native woodland planting are also proposed c.240m to the north east of the farmhouse, as indicated on the updated Figure 5 of Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan – Suffolk, submitted at Deadline 4. Whilst this will serve to screen views of the out of character substation from within the asset's wider setting, it would change the character of the landscape from fields to woodland, closing off longer range views.</p>	<p>our ability to understand and appreciate the value of the asset.'</p>	<p>our ability to understand and appreciate the value of the asset'</p>
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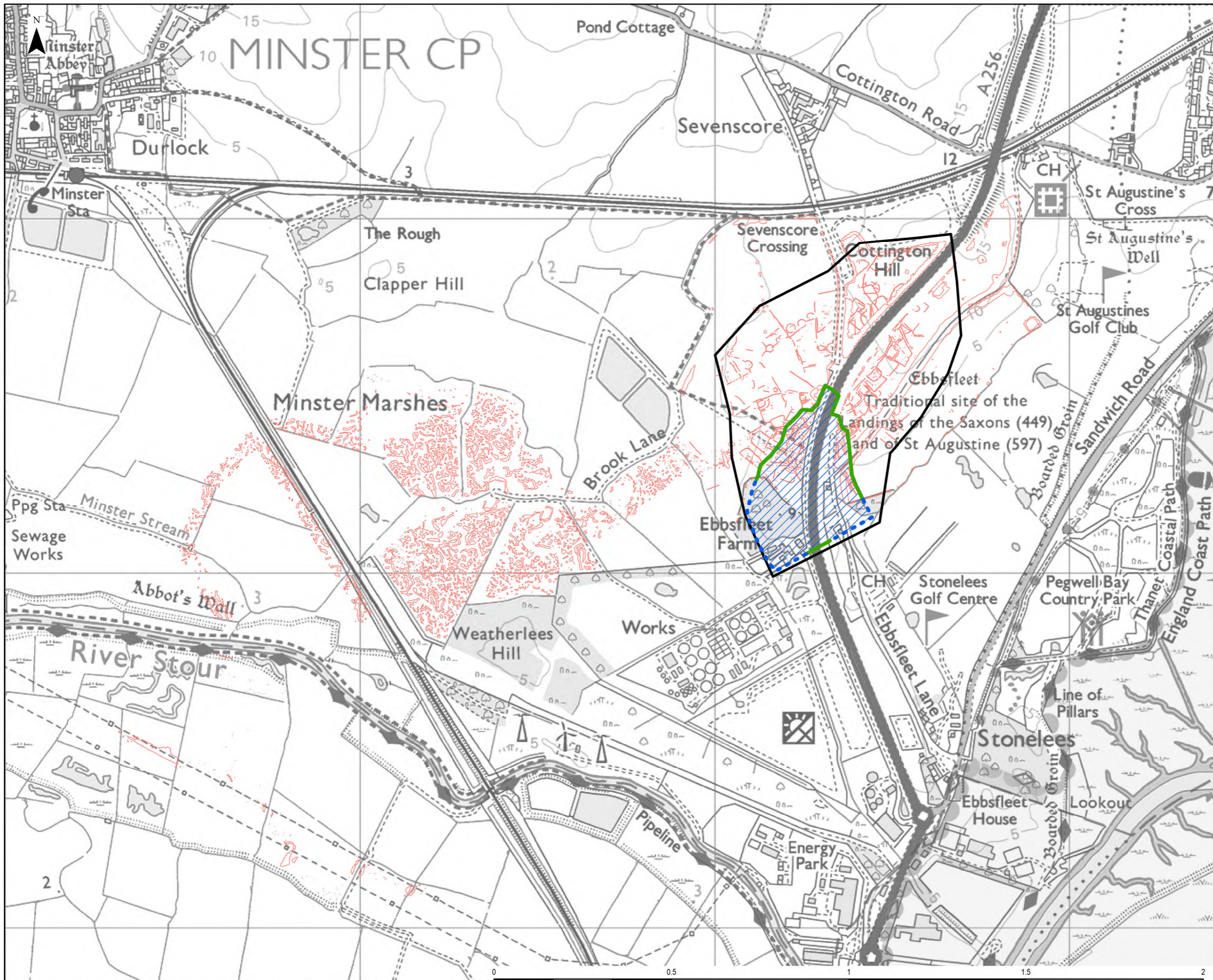
Appendix Table B.2. AP54 Summary table of Suffolk Onshore Scheme designated assets within the 2km Study Area for assessment of effects through change to setting which were scoped in to full assessment in the Cultural Heritage ES Chapter [APP-050].

Asset ID (NHLE)	Designation / Grade	Name	Heritage Value	Magnitude of Impact Year 1 of operation	Assessed level of Effect at Year 1 of operation (significance)	Magnitude of Impact Year 15 of operation accounting for landscape mitigation	Assessed level of Effect at Year 15 of operation (significance)	Assessed degree of harm
1268178	Grade II	Hurts Hall	Medium	Medium 'Changes such that the setting of the asset is noticeably different, affecting significance and resulting in changes in our ability to understand and appreciate the value of the asset.'	Moderate Adverse (significant)	Small 'Changes to the setting that have a slight impact on its value resulting in changes in our ability to understand and appreciate the value of the asset.'	Minor Adverse (not significant)	Less than substantial harm at the low end of the scale
1268184	Grade II*	Church of St John the Baptist	High	Negligible 'Changes to the setting of an asset that have little effect on its value and no real change in our ability to understand and appreciate the value of the asset'	Minor Adverse (not significant)	No impact	Neutral (not significant)	Less than substantial harm at the low end of the scale (temporary)

1231296	Grade II	Hill Farmhouse	Medium	No impact	Neutral (not significant)	No impact	Neutral (not significant)	No harm
N/A	Conservation Area	Saxmundham Conservation Area	High	Small 'Changes to the setting that have a slight impact on its value resulting in changes in our ability to understand and appreciate the value of the asset.'	Moderate Adverse (significant)	Negligible 'Changes to the setting of an asset that have little effect on its value and no real change in our ability to understand and appreciate the value of the asset'	Minor Adverse (not significant)	Less than substantial harm at the low end of the scale

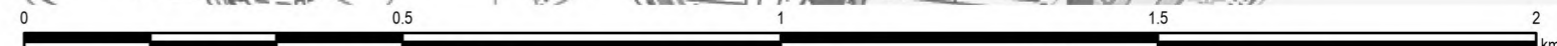
Appendix Table B.3. AP54 Summary table of Kent Onshore Scheme designated assets within the 2km Study Area for assessment of effects through change to setting which were scoped in to full assessment in the Cultural Heritage ES Chapter [APP-063].

Asset ID (NHLE)	Designation / Grade	Name	Heritage Value	Magnitude of Impact Year 1 of operation	Assessed level of Effect at Year 1 of operation (significance)	Magnitude of Impact Year 15 of operation accounting for landscape mitigation	Assessed level of Effect at Year 15 of operation (significance)	Assessed degree of harm
1014642 1363256	Scheduled Monument and Grade I	Richborough Saxon Shore Fort	High	Negligible 'Changes to the setting of an asset that have little effect on its value and no real change in our ability to understand and appreciate the value of the asset'	Minor Adverse (not significant)	Negligible 'Changes to the setting of an asset that have little effect on its value and no real change in our ability to understand and appreciate the value of the asset'	Minor Adverse (not significant)	Less than substantial harm at the low end of the scale



- Legend
- Ebbsfleet Complex
 - Projected Extent of Large Southern Enclosure
 - Confirmed extent of large southern enclosure
 - Projected extent of large southern enclosure
 - Kent Interpretation

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0	09/02/2026	APPLICATION DOCUMENT 9/30 APPLICANTS RESPONSE TO JANUARY HEARING ACTION POINTS CMT 1842 - DEADLINE	DF	EB	JS
Rev	Date	Description	GIS	Chk	App

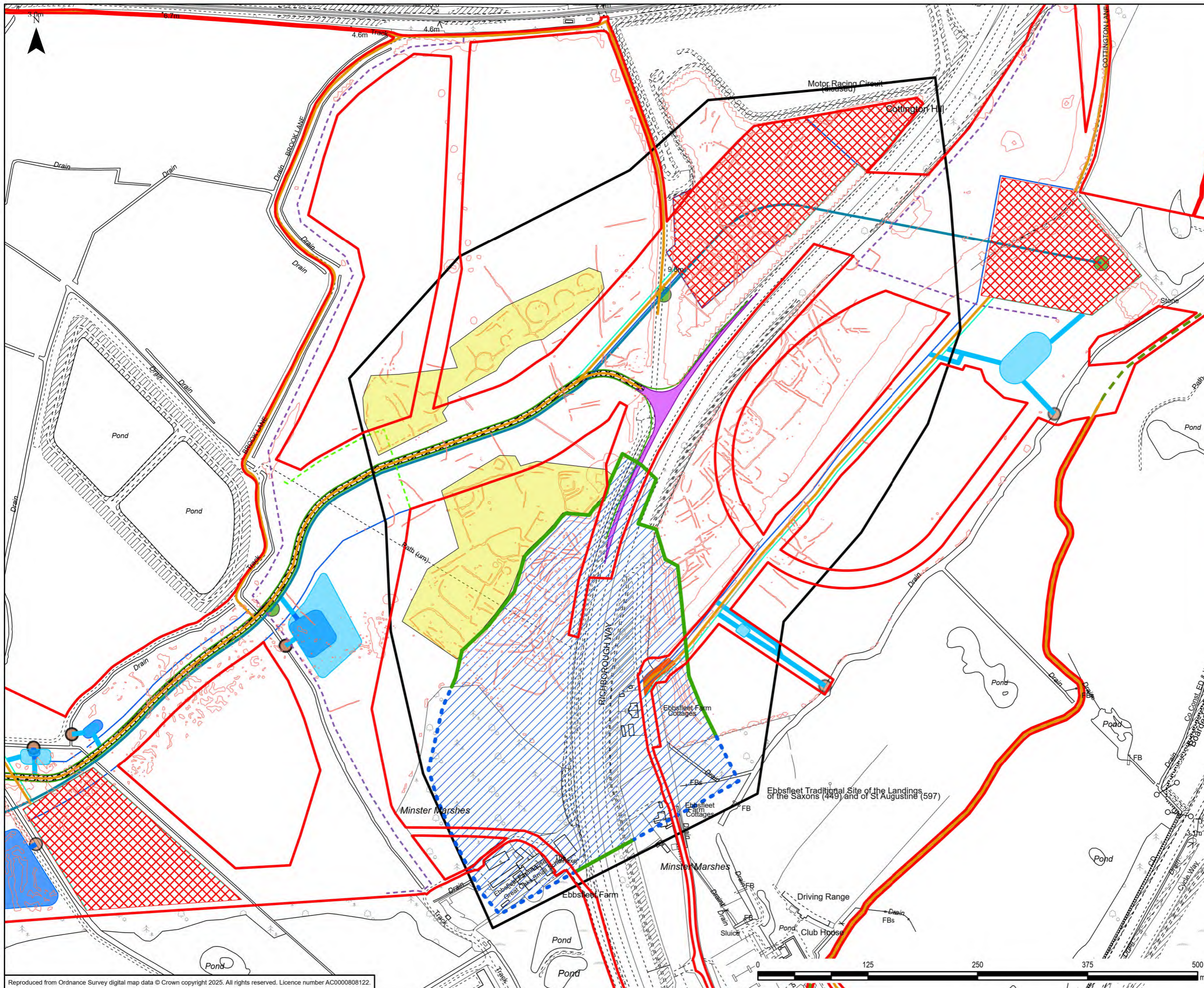
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Scheme: SEA LINK

Document Title: THE EBBSFLEET LANE ENCLOSURE

Creator:	Date:	Checker:	Date:	Approver:	Date:
DF	09/02/2026	EB	09/02/2026	JS	09/02/2026

Document Ref:	Scale:	Format:	Sheets:	Rev:
FIGURE 1	1:10,000	A3	1	0



- Legend**
- Order Limits
 - Ebbsfleet Complex
 - Bronze Age Enclosures and Ring Ditches
 - Projected Extent of Large Southern Enclosure
 - Confirmed extent of large southern enclosure
 - Projected extent of large southern enclosure
 - Kent Interpretation
 - Proposed Access Route
 - Proposed Permanent Access
 - Proposed Utility Diversion Route
 - Proposed PRow Diversion Route
 - Proposed Construction Compound
 - Proposed Temporary Bellmouth
 - Proposed HVDC Cable Alignment
 - Proposed Permanent Bellmouth
 - Proposed Drainage Permanent Drain
 - Proposed Temporary Attenuation Outfall Pipe
 - Proposed Permanent Attenuation Outfall Pipe
 - Proposed Drainage Temporary Attenuation Pond
 - Proposed Permanent Attenuation Pond
 - Proposed Drainage Temporary Drain Clean Water
 - Proposed Drainage Temporary Drain Construction Water
 - Proposed Drainage Temporary Outfall
 - Proposed Permanent Outfall
 - Proposed Joint Bay
 - Proposed Permanent Monitoring Access

0	09/02/2026	APPLICATION DOCUMENT 8/30 APPLICANT'S RESPONSE TO JANUARY HEARING ACTION POINTS CMT 1812 - DEADLINE	DF	EB	JS
Rev	Date	Description	GIS	Chk	App

nationalgrid

Scheme: SEA LINK

Document Title:
THE EBBSFLEET LANE COMPLEX IN RELATION TO THE KENT ONSHORE SCHEME

Creator: DF	Date: 09/02/2026	Checker: EB	Date: 09/02/2026	Approver: JS	Date: 09/02/2026
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Appendix C Revised dDCO Requirements

SCHEDULE 3 REQUIREMENTS

Article 3

Interpretation

1.—(1) In this Schedule unless the context requires otherwise—

“authorised development” means the development described in Part 1 (authorised development) of Schedule 1 (authorised project) and any other development authorised by this Order, which is development within the meaning of section 32 of the 2008 Act;

“discharging authority” means the body responsible for giving any consent, agreement or approval required by a requirement included in this Order, or further to any document referred to in any requirement, or the local authority in the exercise of functions set out in sections 60 or 61 of the Control of Pollution Act 1974;

“limits of deviation” means the limits of deviation referred to in article 5 (limits of deviation);

“HGV” means lorries over 3.5 tonnes maximum gross weight but excluding abnormal indivisible loads;

“part” means a given geographical section, component or location of the authorised development;

“stage” means a defined stage of the authorised development, the extent of which is shown in a scheme submitted to the relevant planning authority pursuant to Requirement 4 (stages of the authorised development);

“start-up and close down activities” means—

- (a) arrival and departure of workforce and staff at site and movement to and from places of work;
- (b) general refuelling of plant;
- (c) site inspections and safety checks;
- (d) site meetings inspections and walkovers;
- (e) site clean-up (site housekeeping that does not require the use of plant);
- (f) general site maintenance; and
- (g) low key maintenance and safety checking of plant and machinery.

(2) Where under any of the Requirements the approval or agreement of the relevant planning authority or the relevant highway authority is required, that approval or agreement must be given in writing.

(3) Where any Requirement requires the authorised development to be carried out in accordance or general accordance with matters including a plan, document, or details approved by the relevant planning authority, those matters are to be taken to include any amendments that may subsequently be approved in writing by the relevant planning authority.

(4) Where an approval or agreement is required under the terms of any Requirement or a document referred to in a Requirement, or any Requirement specifies “unless otherwise approved” or “unless otherwise agreed” by the relevant highway authority or the relevant planning authority, such approval or agreement may only be given in relation to minor or immaterial changes and where it has been demonstrated to the satisfaction of the relevant highway authority or the relevant planning authority that the subject matter of the approval or agreement sought will not give rise to any materially new or materially different environmental effects from those assessed in the Environmental Statement

(5) Unless otherwise provided in this Order, where a Requirement relates to a specific site or work and it specifies “commencement of development”, it refers to the commencement of development on that site or in relation to that work only

Time Limits

2.— The authorised development must be commenced within five years of the date of this Order.

(2) If any proceedings are begun to challenge that validity of this Order, the period specified in sub-paragraph (1) is extended by a period equivalent to the period beginning with the day the application to challenge is made and ending on the day it is withdrawn or finally determined.

(3) An application is not finally determined for the purposes of sub-paragraph (2) if any appeal in respect of the application—

- (a) could be brought (ignoring any possibility of an appeal out of time with permission), or
- (b) has been made and not withdrawn or finally determined.

Detailed Design

3. (1) Suffolk Converter Station, Kent Converter Station and Kent Substation

(a) No stage of development of the above ground elements of the authorised development comprised in Works Nos. 3B, 9B and 11 (Suffolk converter station, Kent converter station and Kent substation) may commence until details of the external colour and surface finish of the permanent buildings, which must be in general accordance with the relevant Key Design Principles, have been submitted to and approved by the relevant planning authority, following consultation with Historic England for Works 9B and 11.

(b) No stage of development of the above ground elements of the authorised development comprised in Works Nos. 3B, 9B and 11 (Suffolk converter station, Kent converter station and Kent substation) may commence until details of the layout, scale and operational lighting of the permanent buildings have been submitted to the relevant planning authority, and the relevant planning authority has confirmed, in consultation with the relevant county council and Historic England, that the details are in general accordance with the Key Design Principles. Consultation with Historic England in this paragraph is required in relation to Works 9B and 11.

(c) In paragraphs (2) (a) and (b), the Key Design Principles mean those set out in the relevant tables in the Design Principles – Suffolk and Design Principles – Kent, certified under article 60 (certification of documents).

(d) The authorised development must be carried out in accordance with the details approved or confirmed by the relevant planning authority further to sub-paragraphs (2) (a) and (b).

(2) Suffolk Substation (Friston)

(a) Unless otherwise approved by the relevant planning authority, the Suffolk Substation (Work No 1B) will be constructed in accordance with the following details (which accord with the documents submitted for the discharge of Requirement 12 of part 3 of schedule 1 to SI 2022/433):

- (i) Substation buildings will be clad in metal cladding using either cool sky tones, light/mid-range ground colours, and darker hedgerow/woodland elements. These colours would include RAL DESIGN 240 80 05, RAL DESIGN 110 60 20 or RAL DESIGN 120 50 05 or similar.
- (ii) The roof cladding should match the colour of the uppermost wall cladding on the buildings.
- (iii) The door colour should match the colour of the cladding around it.
- (iv) Perimeter security fences would be coloured green (RAL DESIGN 110 60 20 or similar).

(b) Insofar as the details approved pursuant to Requirement 12 of SI 2022/433 are amended or if the East Anglia TWO or East Anglia ONE North projects do not progress as currently planned, then the relevant planning authority shall have regard to such circumstances when considering whether to approve otherwise pursuant to paragraph (2)(a).

(3) Bridge over the River Fromus

- (a) Development of the bridge crossing of the River Fromus (part of Work No. 3a) must not commence until details of the layout and scale of the bridge have been submitted to the relevant planning authority, and the relevant local planning authority has confirmed, following consultation with the Environment Agency, that the parameters set out in (4)(b) have been met.
- (b) The bridge over the River Fromus should be designed in accordance with the following parameters:
 - i. the bridge shall not have a soffit height lower than 10.49 m Above Ordnance Datum (approximately 4m above the Q95 flow level);
 - ii. abutments for the bridge shall be set back no less than 8m from the top of the bank; and
 - iii. the bridge shall not have a deck width greater than 6m.
- (c) The details of layout and scale submitted under (a) must be accompanied by a technical statement demonstrating how, recognising the minimum size parameters in (b)(i) and (ii), the Applicant has sought to reduce the scale of the bridge, having regard to the relationship with the landscape mitigation proposals, the articulation of the spanning structure, the design of the abutment walls, and the design of the parapet railings. The technical statement will include a plan, elevation and section drawings, and 3D renders of the bridge design in key view VP02 and CH02.
- (d) No part of the finished external treatment of the bridge crossing of the River Fromus comprised in Work No. 3A(a) (part of the authorised development comprising the access road to the Suffolk Converter Station) must be implemented until details of the external colour and surface finish (in line with the process established in Design Principle ID.3) have been submitted to and approved by the relevant planning authority.
- (e) Should the bridge design comprise a soffit height of less 12.49 m Above Ordnance Datum (approximately 6m above the Q95 flow level), then development of the bridge must not commence until a macro invertebrate monitoring and contingency plan has been submitted to and approved by East Suffolk Council, following consultation with the Environment Agency. The invertebrate monitoring and contingency plan must include:
 - i. The requirement to carry out Water Framework Directive compliant surveys twice yearly (spring and autumn), upstream and downstream of the Fromus crossing for a period of five years following completion of the construction of the Fromus crossing.
 - ii. Principles of the contingency monetary fund set out in (f) and criteria for when provision of the fund would be triggered.
- (f) Following receipt and review of the monitoring results under (e)(i), should the criteria in (e)(ii) be exceeded, then a contingency fund would be provided to fund measures to encourage the passage of macro invertebrates around the Fromus crossing and/or enhancement of Water Framework Directive invertebrate habitat upstream of the Fromus crossing. This would be secured via an appropriate legal agreement.

Stages of the Authorised Development

4.(1) Unless otherwise agreed with the relevant planning authority, written notice setting out the anticipated programme for the carrying out of pre-commencement operations must be given to the relevant planning authority no less than seven days prior to the date on which those pre-commencement operations are first carried out.

(2) The authorised development may not commence until a written scheme setting out all stages of the authorised development has been submitted to the relevant planning authority.

(3) Any revisions to the written scheme referred to in sub-paragraph 4(2) above must be submitted to the relevant planning authority in advance of the commencement of the stage of the authorised development to which the revisions relate.

(4) Written notice of the completion of construction for each stage of the authorised development, and the operational use of that part of the authorised development, must be given to the relevant planning authority within 28 days of the relevant event being completed.

(5) The authorised development must be carried out in accordance with the written scheme submitted further to sub-paragraphs (2) or (2).

Management Plans and Commitments

5. (1)—All works forming part of the authorised development must be carried out in accordance with the management plans, schemes and strategies listed in sub-paragraph 0 below, unless otherwise agreed with the relevant planning authority or other discharging authority as may be appropriate to the relevant plan, scheme or strategy concerned.

(2) The plans, schemes and strategies referred to in paragraph 0 above comprise the following—

- (a) Greenhouse Gas Reduction Strategy;
- (b) Red Throated Diver Protocol; and
- (c) Register of Environmental Actions and Commitments Table 1.1 [*note for Examining Authority*]: REAC to be reorganised for submission at a later deadline with Table 1.1. to include requirements that are to be firmly secured and Table 2.1 to then provide a summary of commitments in other documents, in the form for a more traditional mitigation route map].

(3) For the avoidance of doubt, all pre-commencement operations must be carried out in accordance with the plans listed in paragraph 0 above, the management plans listed in paragraph 0 below, and the outline overarching written schemes of investigation listed in paragraph 14(1) below, unless otherwise agreed with the relevant planning authority or other discharging authority as may be appropriate to the relevant plan concerned.

Management Plans to be Approved

6. (1) No stage of the authorised development may commence until, for that stage, the following plans as relevant to that stage have been submitted to and approved by the relevant planning authority or other discharging authority as may be appropriate to the relevant plan, scheme or strategy concerned—

- (a) Onshore Construction Environmental Management Plan (which must be substantially in accordance with the Onshore Outline Construction Environmental Management Plan);
- (b) Construction Traffic Management and Travel Plan – Suffolk (which must be substantially in accordance with the Outline Construction Traffic Management and Travel Plan – Suffolk);
- (c) Construction Traffic Management and Travel Plan – Kent (which must be substantially in accordance with the Outline Construction Traffic Management and Travel Plan – Kent);
- (d) Air Quality Management Plan – Suffolk (which must be substantially in accordance with the Outline Air Quality Management Plan – Suffolk);
- (e) Air Quality Management Plan – Kent (which must be substantially in accordance with the Outline Air Quality Management Plan – Kent);
- (f) Landscape and Ecological Management Plan (LEMP) – Suffolk (which must be substantially in accordance with the Outline LEMP – Suffolk)
- (g) Landscape and Ecological Management Plan (LEMP) – Kent (which must be substantially in accordance with the Outline LEMP – Kent);
- (h) Construction Noise and Vibration Management Plan (NVMP) – Suffolk (which must be substantially in accordance with the Outline Construction NVMP - Suffolk);
- (i) Construction Noise and Vibration Management Plan (NVMP) – Kent (which must be substantially in accordance with the Outline NVMP – Kent);
- (j) Public Rights of Way (PRoW) Management Plan – Suffolk (which must be substantially in accordance with the Outline PRoW - Suffolk)

- (k) Public Rights of Way (PRoW) Management Plan – Kent (which must be substantially in accordance with the Outline PRoW - Kent);
- (l) Soil Management Plan – Suffolk (which must be substantially in accordance with the Outline Soil Management Plan - Suffolk);
- (m) Soil Management Plan – Kent (which must be substantially in accordance with the Outline Soil Management Plan - Kent);
- (n) Material and Waste Management Plan (such approval to be given in consultation with the Environment Agency);
- (o) Drainage Management Plan -Suffolk (which must be substantially in accordance with the Suffolk Drainage Strategy))
- (p) Drainage Management Plan -Kent (which must be substantially in accordance with the Kent Drainage Strategy)
- (q) Flood Management Plan (FMP); and
- (r) Code of Construction Practice (which must be substantially in accordance with the outline Code of Construction Practice).

(2) The works for each stage of the authorised development and mitigation works must be carried out in accordance with the relevant stage of the approved plans, schemes and strategies referred to in sub-paragraph 0 or with any amended plans, schemes or strategies that may subsequently be approved by the relevant planning authority or other discharging authority as may be appropriate to the relevant plan, scheme or strategy concerned.

(3) All landscaping works must be carried out and maintained in accordance with the Landscape and Ecological Management Plans approved under sub-paragraph (1), and in accordance with the relevant recommendations of appropriate British Standards.

(4) Any tree or shrub planted as part of an approved Landscape and Ecological Management Plans that, within a period of five years after planting, is removed, dies or becomes, in the opinion of the relevant planning authority, seriously damaged or diseased, must be replaced in the first available planting season with a specimen of the same species and size as that originally planted unless alternative timing or a different specimen is otherwise approved by the relevant planning authority.

Construction hours

7.— (1) Subject to sub-paragraphs 7(2), 7(3), 7(4) and (7) onshore construction work may only take place between 0700 and 1900 Monday to Friday and between 0700 and 1700 on Saturdays Sundays and Bank Holidays (the core working hours), unless otherwise approved by the relevant planning authority. There will be no working on Bank Holidays in respect of Work No. 3B, Work No. 9B, and Work No. 11, except for the operations described in paragraph (4) below or with the prior agreement of the local planning authority. In respect of those works, for Bank Holiday Mondays (meaning Easter Monday, the early May bank holiday, the Spring bank holiday, and the summer bank holiday) there will also be no working on the preceding Saturday or Sunday in each case.

(2) Percussive piling works are limited to 0700 to 1900 Monday to Friday and 0700 to 1700 on Saturdays and may not occur on Sundays or Bank Holidays, unless otherwise approved by the relevant planning authority.

(3) Subject to sub-paragraph (4), HGV deliveries are limited to 0700 to 1900 Monday to Friday and 0700 to 1700 on Saturdays and may not occur on Sundays or Bank Holidays, unless otherwise approved by the relevant highway authority.

(4) The following operations may take place outside the core working hours referred to in sub-paragraph 0—

- (a) trenchless crossing operations including at landfalls and beneath highways, railway lines, woodlands, nature reserves, Sites of Special Scientific Interest or watercourses;
- (b) the installation and removal of conductors, pilot wires and associated protective netting across highways, railway lines or watercourses;
- (c) the jointing of underground cables;

- (d) the continuation of any work activity commenced during the core working hours to a point where they can securely and or safely be paused;
- (e) delivery to the transmission works of abnormal loads and any highway works requested by the highway authority to be undertaken outside the core working hours;
- (f) the testing or commissioning of any electrical plant installed as part of the authorised development including undertaking of any identified corrective activities;
- (g) the completion of works delayed or held up by severe weather conditions which disrupted or interrupted normal construction activities;
- (h) activity necessary in the instance of an emergency where there is a risk to persons or property;
- (i) marine works (all works below the mean high water springs line);
- (j) security monitoring;
- (k) intrusive and non-intrusive surveys;
- (l) mechanical and electrical installation works within buildings once erected and enclosed; and
- (m) any highway works requested by the highway authority to be undertaken outside the core working hours.
- (n) any railway works to be undertaken as part of the project on a Saturday, Sunday, Bank Holiday or outside the core working hours.

(5) The core working hours referred to in sub-paragraph 0 exclude start-up and close down activities up to 1 hour either side of the core working hours.

(6) The severe weather conditions referred to in sub-paragraph (4)(g) means any weather which prevents work from taking place during the core working hours referred to in sub-paragraph (1) and, as the case may be, the hours referred to in sub-paragraph (3) by reason of physical incapacity (whether for reasons of visibility, ground conditions, power availability, site access, wind or otherwise) or being contrary to safe working practices.

(7) In respect of Work No.1A and Work No. 1B, construction work may only take place between 0700 hours and 1900 hours Monday to Friday and 0700 hours and 1300 hours on Saturdays, with no activity on Sundays or bank holidays, except as specified in sub-paragraph (8).

(8) Outside the hours specified in sub-paragraph (7), construction work may be undertaken for essential activities including but not limited to—

- (a) continuous periods of operation that are required as assessed in the environmental statement, such as concrete pouring and the installation and removal of conductors, pilot wires and associated protective netting across highways or public footpaths;
- (b) internal fitting out works associated with the substation;
- (c) the completion of construction activities commenced during the approved working hours which cannot safely be stopped;
- (d) the testing or commissioning of any electrical plant installed as part of the authorised development; and
- (e) activity necessary in the instance of an emergency where there is a risk to persons or property.

(9) With the exception of activities undertaken in accordance with sub-paragraph (2)(e), the timing and duration of construction work undertaken in accordance with sub-paragraph (8) and, where works do not fall within sub-paragraphs (2)(a) to (2)(e), whether such works are essential, must be approved by the relevant planning authority in writing in advance, and must be carried out within the approved time.

Retention and protection of existing trees and hedgerows

8.—(1) No stage of the authorised development may commence until, for that stage, an Arboricultural Method Statement identifying the trees, groups of trees and hedgerows to be retained during that stage has been submitted to and approved by the relevant planning authority.

- (2) The Statement referred to in sub-paragraph 0 must include—
- (a) a schedule of all proposed tree and hedgerow removal and management;
 - (b) specification for temporary physical protection including clearly defined root protection areas to prevent damage / compaction of roots by machinery; and
 - (c) details of an auditable system of compliance.
- (3) The relevant works in proximity to the protected tree or hedgerow must not commence until the approved protection measures referred to in sub-paragraph (2) are in place, and they must thereafter be maintained during the construction of the relevant stage of the authorised development.
- (4) The authorised development must proceed in accordance with the Statement referred to in sub-paragraph (1) unless otherwise approved by the relevant planning authority.

Reinstatement schemes

9.—(1) Subject to sub-paragraphs 0 any land within the Order limits which is used temporarily for construction is to be reinstated to a condition suitable for its former use, or such condition as the relevant planning authority may approve, within 12 months of completion of the construction of the stage of authorised development for which it was required, or such further time as may be approved by the relevant planning authority.

(2) The requirement to reinstate the land to a condition suitable for its former use is subject to the provisions of article **Error! Reference source not found.** (temporary use of land for carrying out the authorised project).

Unsuspected contamination

10.—(1) In the event that contaminated land, including groundwater, is found at any time when carrying out the authorised development, which was not previously identified in the environmental statement, then no further development (unless otherwise approved in writing by the relevant authorities) shall be carried out within the identifiable perimeters of the area in which the suspected contamination is located. It must be reported as soon as reasonably practicable to the relevant planning authority, and where necessary, the Environment Agency, and the undertaker must complete a risk assessment of the contamination in consultation with the relevant planning authority, and where necessary, the Environment Agency.

(1) Where the undertaker determines that remediation of the contaminated land is necessary, a written scheme and programme for the remedial measures to be taken to render the land fit for its intended purpose must be submitted to and approved in writing by the relevant planning authority, following consultation with the Environment Agency.

(2) Remediation must be carried out in accordance with the approved scheme under sub-paragraph (2).

(3) Following the implementation of the remediation strategy approved under sub-paragraph (2), a verification report, based on the data collected as part of the remediation strategy and demonstrating the completion of the remediation measures must be produced and supplied to the relevant planning authority and the Environment Agency.

Removal of temporary bridges and culverts

11.—(1) Any temporary bridge or culvert required in connection with a part of the authorised development must be removed within eighteen months of that part of the authorised development being first brought into operational use, or such further time as may be approved by the relevant planning authority.

Highway works

12.— (1) No work to construct, alter or temporarily alter any new or existing means of access to a highway to be used by vehicular traffic may commence until written details of design, layout and reinstatement of that means of access has been submitted to and approved by the relevant highway authority.

(2) The highway accesses must be constructed and reinstated in accordance with the details approved under sub-paragraph 0.

(3) For the avoidance of doubt, all pre-commencement operations involving the construction or alteration of temporary accesses must be carried out in accordance with sub-paragraphs 0 and (2) unless otherwise agreed with the relevant highway authority.

Decommissioning

13.— (1) Excluding for substations and that part of the authorised development comprised in the Licensed Marine Activities authorised pursuant to Schedule 16 (deemed marine licence), in the event that, at some future date, the authorised development, or part of it, is to be decommissioned, a written scheme of decommissioning must be submitted for approval by the relevant planning authority, in consultation with the Environment Agency, at least six months prior to any decommissioning works.

(2) The approved scheme must be implemented as approved as part of the decommissioning of the authorised development or relevant part of it.

(3) This requirement does not apply to the part of the authorised development and associated development described in Schedule 1 (authorised project) which relates to the dismantling and removal of existing infrastructure or apparatus.

Archaeology

14.— (1) The proposed development must be undertaken in accordance with the following documents as relevant to the location of the works unless otherwise agreed with the relevant planning authority:

- (a) Outline Onshore Overarching Written Scheme of Investigation – Suffolk for onshore works within the county of Suffolk;
- (b) Outline Onshore Overarching Written Scheme of Investigation – Kent for onshore works within the county of Kent; and
- (c) Outline Offshore Overarching Written Scheme of Investigation and the Marine Archaeological Method Statement as appropriate.

(2) No stage of the authorised development may commence until for that stage either a preservation in situ Historic Environment Management Plan or a site-specific written scheme of investigation (which accords with the relevant Overarching Written Scheme of Investigation and is informed by the pre-commencement archaeological surveys) has been submitted to and approved by the relevant planning authority, in consultation with Historic England.

(3) Site-specific written schemes of investigation must be in accordance with the outline written scheme of investigation and must identify areas where archaeological works are required and the measures to be taken to protect, record or preserve any significant archaeological remains that may be found and must include:

- (a) an assessment of significance and research questions;
- (b) the programme of methodology of site investigation and reporting;
- (c) the programme for post-investigation assessment;
- (d) proposals for providing for the analysis of site investigation and recording;
- (e) proposals for providing archive deposition of the analysis and records of the site investigation;
- (f) nomination of a competent person or persons/organisation to undertake the works set out within the detailed written scheme of investigation; and
- (g) an implementation timetable.

(4) All archaeological works must be carried out in accordance with the approved site-specific written scheme of investigation for that stage.

(5) Unless otherwise agreed with the relevant planning authority:

- (a) No later than two years following the completion of the fieldwork specified in each site-specific written scheme of investigation, a site-specific post excavation assessment for that site must be completed in accordance with the Overarching Archaeological Written Scheme of Investigation and submitted to the relevant planning authority for approval;

- (b) No later than one year following the approval of the final site-specific post excavation assessment, an archaeological updated project design for all sites, must be submitted to the relevant planning authority for approval. The archaeological updated project design must be produced in general accordance with the Overarching Archaeological Written Scheme of Investigation, include details of the scope of post-excavation analysis and publication and have regard to the site-specific research agendas set out in the site-specific written schemes of investigation;
- (c) Post-excavation analysis and publication must be carried out in accordance with the approved archaeological updated project design;
- (d) The full archaeological archive must be submitted to the relevant planning authority in accordance with the archaeological updated project design.

Restriction on carrying out works when consented in another order

15. (1) Where any part of Work No.1B has been completed pursuant to another development consent order, those works must not be constructed under this Order, save where amendments to those works are required for the purposes of the Authorised Project.

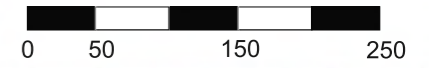
Appendix D Figure D-1 (Rev A) NGET version of the Landscape Masterplan produced by SPR accommodating Sea Link and LionLink



- Legend**
- Species Rich Neutral Grassland
 - Native woodland and tree planting
 - Native shrub planting across Sea Link and LionLink cable corridors
 - Diverted drainage channel with hedgerow planting
 - SUDs
 - Hedgerow
 - Tree planting
 - Sea Link HVAC Cable indicative alignment
 - Sea Link HVDC Cable indicative alignment
 - LionLink HVAC Cable indicative alignment
 - Viewing cone
 - LionLink extension to NGET Substation

A, B & C Refer to section D.6 of Appendix D of REP3-070 Application Document 9.73.1 Applicant's Responses to First Written Questions - Appendices

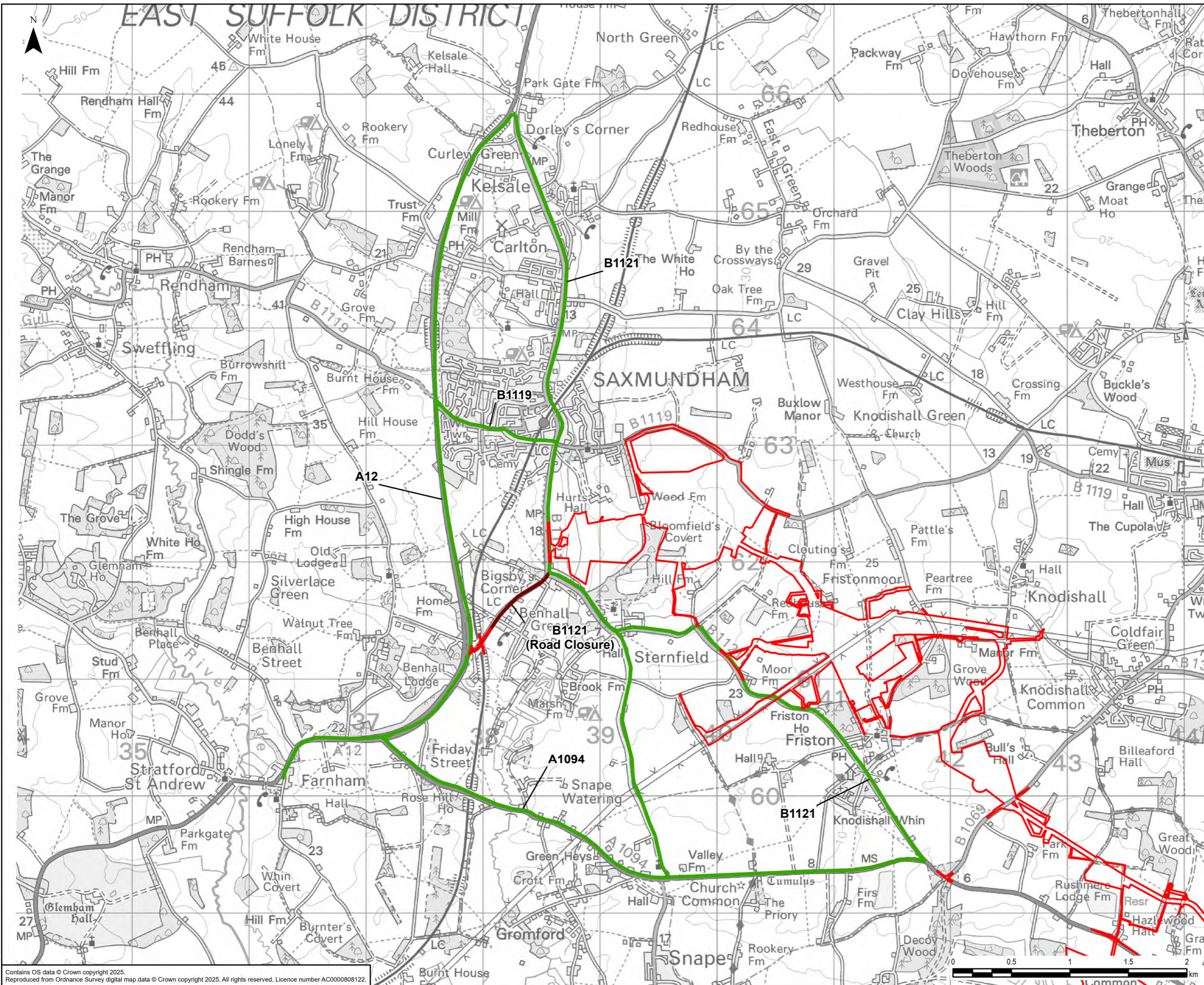
Note: This drawing uses the draft version of the Landscape Masterplan provided to NGET by SPR on 25/11/2025, not yet approved



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Scheme: SEA LINK					
Document Title: NGET version of the Landscape Masterplan produced by SPR accommodating Sea Link and LionLink					
Creator: BL	Date: 05/02/26	Checker: RM	Date: 05/02/26	Approver: BS	Date: 2026.02.05
Document Ref: D-1	Scale: 1:7500	Format: A3	Sheets: 1	Rev: B	

Appendix E Main Diversion Routes Expected to be Used by Existing Traffic During a Temporary B1121 Main Road (Benhall Rail Bridge) Closure



- Legend**
- Order Limits
 - Temporary Road Closure
 - Potential diversion routes that may be used by existing (diverted) traffic

0	05/02/2026	APPLICATION DOCUMENT 9: APPLICANTS RESPONSE TO JANUARY HEARING ACTION POINTS CMT1 B12 - DEADLINE	EB	DF	TW
Rev	Date	Description	GIS	Chk	App

nationalgrid

Scheme: SEA LINK

Document Title:
 MAIN DIVERSION ROUTES EXPECTED TO BE USED BY EXISTING TRAFFIC DURING A TEMPORARY B1121 MAIN ROAD (BENHALL RAIL BRIDGE) CLOSURE

Creator: EB	Date: 05/02/2026	Checker: DF	Date: 05/02/2026	Approver: TW	Date: 05/02/2026
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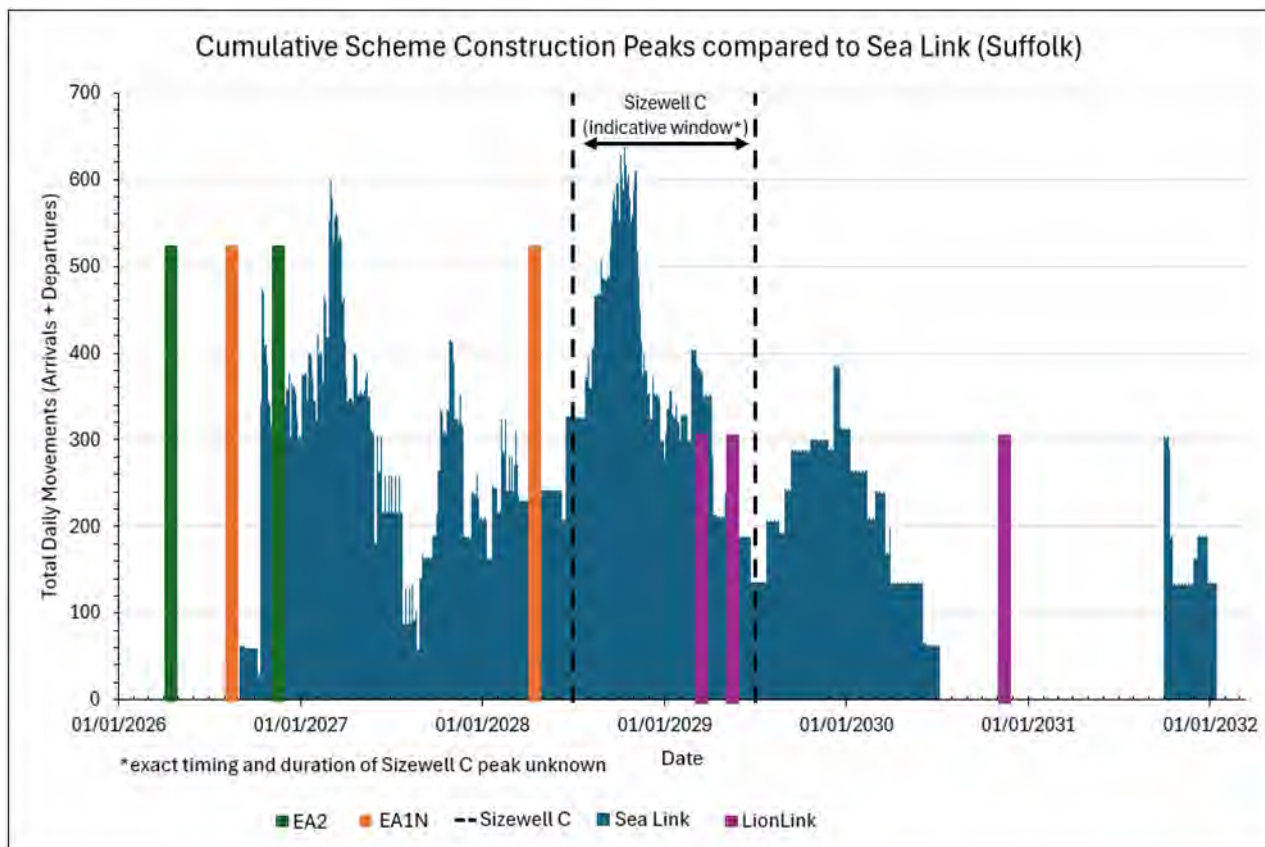
Document Ref: FIGURE 6.4.2.7.7	Scale: 1:30,000	Format: A3	Sheets: 1	Rev: 0
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Appendix F Graph showing Cumulative Scheme Construction Peaks compared to Sea Link (Suffolk) with supporting summary

Cumulative Scheme Construction Peaks compared to Sea Link (Suffolk)

The below has been prepared following ISH2 to indicatively show the varying construction peaks of different cumulative schemes in Suffolk, based on the current understanding of when these are expected to occur. This indicates that the worst-case scenario of construction peaks of various cumulative schemes fully overlapping, is not a scenario that is expected to arise.



The graph shows the following:

- Construction traffic for the Suffolk Onshore Scheme (blue) across the construction programme (consistent with Plate 7.1 in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport [APP-054]**), with a daily maximum of 638 construction vehicle movements (319 arrivals and 319 departures).
- EA2 (green) - works started in July 2025 and construction peak is currently expected to be April 2026 (Heavy Goods Vehicles) and November 2026 (Light Goods Vehicles), based on the latest EA2 CTMP which was submitted in November 2025. It is understood that construction vehicle movements will be within the levels previously assessed in the EA2 Environmental Statement, which represented a daily

maximum of 524 construction vehicle movements (262 arrivals and 262 departures) within the Suffolk Onshore Scheme study area.

- EA1N (orange) - works started in July 2025 and construction peak is currently expected to be Month 14 (August 2026) and Month 34 (April 2028) with a daily maximum of 524 construction vehicle movements (262 arrivals and 262 departures) within the Suffolk Onshore Scheme study area.
- Sizewell C (black dashed lines) - works started in January 2024, construction peak was originally expected to be in 2028, but could now be 2029 as the works started slightly later than originally expected. A range has been identified in the absence of further information (given the exact timing and duration of Sizewell C peak is currently unknown), with significantly higher construction traffic movements than other projects.
- LionLink (purple) - construction peaks based on the Suffolk Onshore Scheme (access S-BM09 for the converter station) but offset by two years, resulting in two short peaks in 2029 and one short peak in 2030, duration of one month each, with a daily maximum of 310 construction vehicle movements (155 arrivals and 155 departures).

Appendix G List of additional 'other existing and, or approved developments'

Appendix Table G.1.2 Additional 'other existing and, or approved developments' within 20 km of the Suffolk Onshore Scheme.

Planning Authority	Planning Application Reference	Project	Address	X	Y	Within the Suffolk Onshore Scheme ZOI	Distance from Suffolk Order Limits (km)	Date of Application	Application Status as of January 2026	Tier (1-3)	Progress to Stage 2?
East Suffolk Council	DC/25/2990/FUL	Retrospective use of land, to use in association with existing business, for the storage and processing of timber (B2/B8). The siting of a mobile wood chipping machine, the erection of an acoustic wall, and the provision of concrete hardstanding.	Valley Farm The Mounts Peasenhall Saxmundham Suffolk	635249	270107	Y	TBC	2025-07-31	Pending Decision	TBC	TBC
East Suffolk Council	DC/25/3524/FUL	Change of use of part of the existing residential dwelling into 5 bedroom (5 person HMO) to be used to accommodate Sizewell C workers, when the demand ceases the property will be converted back into a separate dwelling	Church Farm Farnham Road Snape Saxmundham Suffolk, IP17 1QW			Y	TBC	2025-09-15	Pending Decision	TBC	TBC
East Suffolk Council	DC/25/4801/SCO	Request for Scoping Opinion for up to 640 dwellings, access, public open space and associated infrastructure	Land North And South Of Walpole Road Halesworth Suffolk			Y	TBC	2025-12-09	EIA Scoping Opinion	TBC	TBC
East Suffolk Council	DC/25/4509/FUL	Demolition of existing buildings and erection of a foodstore (Use Class E) with substation, access, parking, servicing area, landscaping, and associated works.	Land At Hammonds Garage Norwich Road Halesworth	639168	278477	Y	TBC	2025-11-21	Pending Decision	TBC	TBC
East Suffolk Council	DC/25/4143/SCO	Scoping opinion following the screening direction associated with DC/25/2021/FUL for the construction of solar photovoltaic farm of up to 40MW and associated ancillary infrastructure including; underground cabling, new access tracks, substation buildings, storage container, perimeter fencing with CCTV cameras and access gates, landscaping, temporary construction compounds and all on-site ancillary grid infrastructure and associated site works.	Land At Chediston Hall B1123 Chediston Halesworth Suffolk			Y	TBC	2025-10-27	EIA Scoping Opinion	TBC	TBC
East Suffolk Council	DC/25/4434/EIA	Screening Request - outline planning permission with all matters reserved, other than in respect of access, siting and scale, for an integrated residential community for people in need of residential care together with a community hub providing a range of day-to-day support facilities.	Newnham Business Park Saxtead Road Suffolk			Y	TBC	2025-11-17	EIA Screening Opinion	TBC	TBC
East Suffolk Council	DC/25/4003/SCO	EIA Scoping Opinion - Outline planning application, comprising provision of up to 1,300 residential dwellings (Use Class C2 and C3); commercial, business and services uses (Use Class E); primary school (Use Class F1); community uses (Use Class F2); open space; vehicular accesses and necessary highways improvements; associated infrastructure, groundworks and engineering operations; any necessary demolition; with all matters reserved except for access from Foxhall Road and the A12.	Land At Foxhall Road Foxhall Suffolk			Y	TBC	2025-10-20	EIA Scoping Opinion	TBC	TBC

Planning Authority	Planning Application Reference	Project	Address	X	Y	Within the Suffolk Onshore Scheme ZOI	Distance from Suffolk Order Limits (km)	Date of Application	Application Status as of January 2026	Tier (1-3)	Progress to Stage 2?
Baberg and Mid Suffolk District Councils	DC/25/01652	Planning Application. Change of use of land to enable standing of four touring caravans to be used residentially on an existing agricultural hardstanding with an existing agricultural toilet block refurbishment of hardstanding (retrospective), works to access if required to provide a home / dwellinghouse to a local Gypsy / Traveller family.	Land Opposite Hall Farm Stradbroke Road Horham .	621503	272819	Y	TBC	2025-04-07	Not Determined	TBC	TBC
East Suffolk Council	DC/25/4170/ARM	Approval of Reserved Matters of DC/22/2831/OUT - Outline Application (some matters reserved) - Outline Application with all matters reserved apart from access. A phased development, including the erection of up to 35 custom/self-build homes (plots), with the development to include 12 affordable homes, public open space that will include equipped play and multi-use games area, landscaping, and other associated infrastructure. - Reserved Matters for appearance, landscaping, layout and scale for a phased development of 35 dwellings - including 23 self-build/custom-build homes (plots) and 12 affordable homes - public open spaces (including equipped play area and multi-use games area), landscaping, and other associated infrastructure.	Land At Victoria Mill Road Framlingham Suffolk	628236	262908	Y	TBC	2025-10-29	Pending Decision	TBC	TBC
East Suffolk Council	DC/25/3418/FUL	Installation of solar PV panels at the Seckford Theatre Building	Woodbridge School Burkitt Road Woodbridge Suffolk	626836	249403	Y	TBC	2025-09-05	Granted	TBC	TBC
East Suffolk Council	DC/25/2361/FUL	Change of Use of agricultural storage land to B8 hardstanding for parking of concrete mixers and associated tanks, including a welfare unit, acoustic bund and fencing.	Harrow Farm Harrow Lane Theberton Leiston Suffolk	642528	264387	Y	TBC	2025-06-13	Pending Decision	TBC	TBC
East Suffolk Council	DC/25/4417/FUL	Installation of 102 ground mounted photovoltaic solar PV panels with a total output of 61.7kW. Installation of 2 no. ground source heat pump systems with an energy output of 136.9 kW served by underground pipework. Erection of an energy centre building for the heat pumps and ancillary equipment, associated infrastructure, landscaping and ecological enhancements.	Cransford Hall Low Road Bruisyard Saxmundham Suffolk	632682	265227	Y	TBC	2025-11-17	Pending Decision	TBC	TBC
East Suffolk Council	DC/25/3704/FUL	Demolition of existing single storey dwelling, folly, workshop building and barn. Erection of replacement two-storey dwelling. New barn building with air source heat pumps adjacent; bat lodge; single-storey pool house building and ground mounted solar panel array.	The Five Winds Orford Road Bromeswell Woodbridge Suffolk	630596	249720	Y	TBC	2025-09-26	Pending Decision	TBC	TBC
East Suffolk Council	DC/25/2021/FUL	Construction of solar photovoltaic farm of up to 40MW and associated ancillary infrastructure including; underground cabling, new access tracks, substation buildings, storage container, perimeter fencing with CCTV cameras and access gates, landscaping, temporary construction compounds and all on-site ancillary grid infrastructure and associated site works	Land At Chediston Hall B1123 Chediston Halesworth Suffolk	637168	277968	Y	TBC		Pending Decision	TBC	TBC

Planning Authority	Planning Application Reference	Project	Address	X	Y	Within the Suffolk Onshore Scheme ZOI	Distance from Suffolk Order Limits (km)	Date of Application	Application Status as of January 2026	Tier (1-3)	Progress to Stage 2?
East Suffolk Council	DC/25/3774/ARM	Approval of Reserved Matters for Parcel W2; compliance with conditions 8,10,24,30a,67 and partial discharge of conditions 13,14,16,25,26,27,28,32,42,49,50,62 of DC/24/2810/VOC (as varied from DC/23/3984/VOC as varied from DC/20/1234/VOC) (original planning permission DC/17/1435/OUT - Outline planning permission for up to 2000 dwellings, an employment area of 0.6ha (use class B1) primary local centre comprising use class A1, A2, A3, A4, A5, B1, C3, 02) secondary centre (comprising possible use class A1, A3 and A4), a school, green infrastructure (including Suitable Accessible Natural Green space (SANGs) outdoor play areas, sports ground and allotments/community orchards), public footpaths and cycleways, vehicle accesses and associated infrastructure)	Land South And East Of Adastral Park Martlesham Heath Martlesham Suffolk	624955	244595	Y	TBC	2025-10-02	Pending Decision	TBC	TBC
East Suffolk Council	DC/25/3412/FUL	Hybrid Planning Application (part full, part outline) for a mixed-use development, comprising the following:(i) detailed element: 128 homes including access, parking, public open space, flood risk attenuation works,and other associated infrastructure; and(ii) outline element (with all matters reserved except access) for development of land to provide employmentuses within use classes E(g), B2, B8, a retail convenience store; safeguarded land for early years facility,and a phased development of 7no. self-build and/or custom build homes.	Land East Of Woodbridge Road Framlingham Suffolk	628595	262485	Y	TBC	2025-08-29	Pending Decision	TBC	TBC
East Suffolk Council	DC/25/4190/FUL	The erection of 18 new dwellings	Land Adjacent To 45 And 50 Watson Way Alderton Suffolk	634700	241798	Y	TBC	2025-10-30	Pending Decision	TBC	TBC
East Suffolk Council	DC/24/4527/FUL	A phased full planning application for (1) the development of a 0.3 hectare solar farm with an equipment kiosk, (2) the conversion of two traditional agricultural barns into two dwellings including the rebuilding of a collapsed range, (3) the demolition of an employment building and an agricultural building, (4) the development of a new office building, (5) the conversion of traditional agricultural brick and timber buildings to three dwellings, and residential storage (6) the development of a building for use as a cycle shelter, (7) the conversion and extension of an existing agricultural silo to a dwelling, (8) alterations to the vehicular accesses, the creation of vehicular parking and associated infrastructure and landscaping.	Land At Blomvyle Hall Easton Lane Hacheston Suffolk	630297	259239	Y	TBC	2024-12-19	Pending Decision	TBC	TBC
East Suffolk Council	DC/25/1483/OUT	Outline Application (Some Matters Reserved) - Care Village comprising a 64 bedroom care home (use Class C2) together with 40no assisted care bungalows (Use Class C2) associated facilities, bowling green, car parking, open space provision with associated infrastructure and access.	Land Off Yarmouth Road, Melton, Woodbridge,	628649	251316	Y	TBC	2025-04-04	Pending Decision	TBC	TBC
East Suffolk Council	DC/25/2677/FUL	Redevelopment of the site to provide 36 Retirement Living (Use Class C3) apartments with associated communal facilities, parking and landscaping	Land And Buildings South East Of Sole Bay	649838	277301	Y	TBC	2025-07-07	Pending Decision	TBC	TBC

Planning Authority	Planning Application Reference	Project	Address	X	Y	Within the Suffolk Onshore Scheme ZOI	Distance from Suffolk Order Limits (km)	Date of Application	Application Status as of January 2026	Tier (1-3)	Progress to Stage 2?
			Health Centre Teal Close Reydon Suffolk								
East Suffolk Council	DC/25/4341/FUL	Extension of existing Pier Pavilion to first floor and create a new second floor; Creation of 11 new lettable holiday rooms with ensuites and balconies on first and second floors; improvement of thermal performance by installing external insulation; Installation of new steel windows throughout; Provision of lift and internal alterations; Remodelling of the existing forecourt to improve approach and appearance.	Pier Pavilion North Parade Southwold Suffolk	651168	276690	Y	TBC	2025-11-11	Pending Decision	TBC	TBC
East Suffolk Council	DC/25/1477/FUL	Phased development of 48 dwellings with associated access, landscaping, open space, community car park and drainage infrastructure	Part Land South Southwold Road Brampton Suffolk	643909	282054	Y	TBC	2025-04-04	Pending Decision	TBC	TBC
East Suffolk Council	DC/25/2997/FUL	Erection of a Solar Photovoltaic Installation of 20 MW output and all associated supporting infrastructure including, cable routing, inverters and transformers, fencing, CCTV, and landscaping for temporary period of 42 years	Land South Of Easton Lane Glevering Park House Glevering Estate Wickham Market Suffolk	630055	258604	Y	TBC	2025-07-31	Pending Decision	TBC	TBC
East Suffolk Council	DC/24/4546/OUT	Outline Application (All Matters Reserved) - Except access comprising up to 17 dwellings (5 affordable)	Land At School Road Knodishall Suffolk	643008	261201	Y	TBC	2024-12-20	Pending Decision	TBC	TBC
East Suffolk Council	DC/25/2733/FUL	Full planning application for the construction and operation of a Solar Farm (49.9MW) and Battery Energy Storage Scheme (50MW) with all associated works, equipment, enclosures, access and biodiversity net gains	Parcels To Northwest Of Easton And South West Of Letheringham Suffolk	626884	257582	Y	TBC	2025-07-10	Pending Decision	TBC	TBC
East Suffolk Council	DC/25/3390/EIA	Environmental Impact Screening Opinion - Hybrid planning application (part full, part outline) for a mixed-use development, comprising the following: (i) detailed element: 128 homes including access, parking, public open space, flood risk attenuation works, and other associated infrastructure; and (ii) outline element (with all matters reserved except access) for development of land to provide employment uses within use classes E(g), B2, B8, a retail convenience store; safeguarded land for early years facility, and a phased development of 7no. self-build and/or custom build homes.	Land East Of Woodbridge Road Framlingham Suffolk			Y	TBC	2025-08-29	EIA Screening Opinion	TBC	TBC
East Suffolk Council	DC/25/1230/ARM	Approval of Reserved Matters of DC/21/5742/OUT - Outline - Erection of 10 no. commercial units consisting of Class E (offices, light industrial and cafes), B2 (general industrial) and B8 (storage and distribution) with access, layout and landscaping to be considered - Appearance and Scale - Section 6.0 Conditions 1, 15, 16, Access, Landscaping and Layout - Section 5.0 Conditions 13, 17, 27, Ecology - Conditions 4, 6, 11, Additional - Section 7.0 Conditions 18, 19, 24	Carlton Park Industrial Estate Ronald Lane Kelsale Cum Carlton Suffolk	638588	264201	Y	TBC	2025-03-20	Pending Decision	TBC	TBC

Planning Authority	Planning Application Reference	Project	Address	X	Y	Within the Suffolk Onshore Scheme ZOI	Distance from Suffolk Order Limits (km)	Date of Application	Application Status as of January 2026	Tier (1-3)	Progress to Stage 2?
East Suffolk Council	DC/25/4003/EIA	EIA Screening Opinion - Outline planning application, comprising provision of up to 1,300 residential dwellings (Use Class C2 and C3); commercial, business and services uses (Use Class E); primary school (Use Class F1); community uses (Use Class F2); open space; vehicular accesses and necessary highways improvements; associated infrastructure, groundworks and engineering operations; any necessary demolition; with all matters reserved except for access from Foxhall Road and the A12.	Land At Foxhall Road Foxhall Suffolk			Y	TBC	2025-10-20	EIA Screening Opinion	TBC	TBC
East Suffolk Council	DC/24/4345/ARM	Approval of Reserved Matters for Parcel W5 of DC/24/2810/VOC (as varied from DC/23/3984/VOC; varied from DC/20/1234/VOC; varied from original planning permission DC/17/1435/OUT [Outline planning permission for up to 2000 dwellings, an employment area of 0.6ha (use class B1) primary local centre comprising use class A1, A2, A3, A4, A5, B1, C3, 02) secondary centre (comprising possible use class A1, A3 and A4), a school, green infrastructure (including Suitable Accessible Natural Green space (SANGs) outdoor play areas, sports ground and allotments/community orchards), public footpaths and cycleways, vehicle accesses and associated infrastructure] - Construction of 69 homes (including 17 affordable homes) garage, parking, surface water drainage basin, internal access roads, landscaping and associated infrastructure (W5). This includes details submitted in compliance with conditions 10, 13, 16, 32, 44 and 67 and details submitted to formally discharge conditions 25, 26, 27, 28, 30(a), 42, 49 and 63 of DC/24/2810/VOC.	Land South And East Of Adastral Park Martlesham Heath Martlesham Suffolk	625466	244344	Y	TBC	2024-12-03	Granted	TBC	TBC
East Suffolk Council	DC/25/0447/FUL	Change of use from C2 care home to Sui Generis HMO with 19-bed spaces for use by Sizewell C construction workers, followed by its reconfiguration to a 16-bed HMO for non-Sizewell C workers post Sizewell C construction.	Smyth House Residential Home 106 High Street Leiston Suffolk	644558	262322	Y	TBC	2025-02-03	Granted	TBC	TBC
East Suffolk Council	DC/25/0595/EIA	EIA Screening Opinion - For development of a Solar Photovoltaic Installation	Land South Of Easton Lane Glevering Park House Glevering Estate Wickham Market Suffolk			Y	TBC	2025-02-13	EIA Screening Opinion	TBC	TBC
East Suffolk Council	DC/25/0693/EIA	EIA Screening Opinion - Installation and operation of a Solar Development and Battery Energy Storage System with associated equipment and necessary infrastructure	Land North Of Kettleburgh Road Easton And Land South Of The Street Letheringham Suffolk			Y	TBC	2025-02-18	EIA Screening Opinion	TBC	TBC
Suffolk County Council	SCC/0170/25SC	Transport improvements to the A12 from Junction 58 (Seven Hills, Ipswich) to Woods Lane Roundabout, Woodbridge including the upgrade from a single carriageway to dual carriageway between A12 / B1438 and the A12 / B1078, Construction and operation of a Mobility Hub and Associated Infrastructure, Construction of a new pedestrian bridge and other highways and pedestrian improvements.	A12 between Junctions 58 (Seven Hills) and Woods Lane Roundabout, Woodbridge, Suffolk	623366	241409	Y	TBC	2025-11-17	Pending Decision	TBC	TBC

Planning Authority	Planning Application Reference	Project	Address	X	Y	Within the Suffolk Onshore Scheme ZOI	Distance from Suffolk Order Limits (km)	Date of Application	Application Status as of January 2026	Tier (1-3)	Progress to Stage 2?
Suffolk County Council	SCC/0118/24W	Demolition of existing anaerobic digestion facility and the construction and operation of an anaerobic digestion facility and associated infrastructure	Reydon AD Plant, Adnams Eco Distribution Centre, Halesworth Road, Southwold, IP18 6SG.	648500	277500	Y	TBC	2025-12-10	Granted	TBC	TBC

Appendix Table G.3. Additional 'other existing and, or approved developments' within 20 km of the Kent Onshore Scheme.

Planning Authority	Planning Authority Application Ref.	Project	Address	X	Y	Within the Kent Onshore Scheme ZOI	Distance from Kent Order Limits (km)	Date of Application	Application status in January 2026	Tier (1-3)	Progress to Stage 2
Canterbury City Council	CA/25/00441	Two-storey attached building for use as commercial unit to ground floor and residential to first floor.	Land Adjacent To 2 Poplar Drive Herne Bay Kent	616548	167196	Y	TBC	14/04/2025	Pending Decision	TBC	TBC
Canterbury City Council	CA/25/02220	Two storey detached self build dwelling, detached garage together with office above following demolition of existing dwelling and garage.	Mill Farm Radfall Road Chestfield Kent	613811	163475	Y	TBC	02/12/2025	Pending Decision	TBC	TBC
Canterbury City Council	CA/25/01305	2 semi-detached, two-storey dwellings, use of existing building as 2 dwellings with side dormers and rooflights, single-storey rear extension to office building, change of use of commercial unit to residential and external material alterations following demolition of the existing outbuildings.	48 - 52 William Street Herne Bay Kent	617818	168040	Y	TBC	22/07/2025	Pending Decision	TBC	TBC
Canterbury City Council	CA/25/00685	Change of use of land to allow extension to traveller site to provide additional no. 3 pitches with no. 3 mobile homes with associated development for cesspits and hardstanding.	Mobile Home Land South West Of Dover Road Barham Kent	623063	147838	Y	TBC	25/04/2025	Pending Decision	TBC	TBC
Canterbury City Council	CA/25/00967	Change of use of land for stationing of 2 mobile homes and 2 caravans for residential use.	Highstead Meadow Boyden Gate Hill Chislet Kent	621919	165845	Y	TBC	03/06/2025	Not Determined	TBC	TBC
Canterbury City Council	CA/25/01844	Erection of a four storey building for use as 6 flats on upper floors and commercial on ground floor, following the demolition of existing buildings.	73 - 74 Central Parade Herne Bay Kent	617694	168384	Y	TBC	10/10/2025	Pending Decision	TBC	TBC
Canterbury City Council	CA/25/00505	Change of use of land for stationing of 6 mobile homes and 6 caravans for residential use along with 2 utility blocks	Sandybank Farm Old Tree Road Hoath Kent	621288	164964	Y	TBC	20/03/2025	Granted	TBC	TBC
Canterbury City Council	CA/25/01783	Outline application for the erection of 21 dwellings with associated parking, access roads, open space and play area (with all matters reserved except access and layout).	Land At Church Farm Hoath	620371	164325	Y	TBC	01/10/2025	Pending Decision	TBC	TBC

Planning Authority	Planning Authority Application Ref.	Project	Address	X	Y	Within the Kent Onshore Scheme ZOI	Distance from Kent Order Limits (km)	Date of Application	Application status in January 2026	Tier (1-3)	Progress to Stage 2
Canterbury City Council	CA/25/00521	Conversion of Hall Place to residential apartments facilitated by partial demolition and extensions along with the construction of four two-storey detached dwellings.	Hall Place Church Hill Harbledown Kent	612756	158293	Y	TBC	27/03/2025	Pending Decision	TBC	TBC
Canterbury City Council	CA/25/02318	Erection of 34 residential dwellings with associated access, parking, landscaping, earthworks and associated infrastructure.	Former Chaucer School Spring Lane Canterbury	616233	157289	Y	TBC	16/12/2025	Pending Decision	TBC	TBC
Canterbury City Council	CA/25/00111	Reserved matters application for the approval of appearance, access, landscaping, layout and scale for development of Phase B consisting of 104 residential properties, demolition of no. 1 and no.2 Strode Farm Cottages alongside the provision of all associated infrastructure, parking, servicing, landscaping, utilities, and open space, pursuant to outline planning permission CA/15/01317/OUT.	Strode Farm Lower Herne Road Herne	617114	165968	Y	TBC	23/01/2025	Granted	TBC	TBC
Canterbury City Council	CA/25/01058	Full planning application for the demolition of existing buildings and structures, and the construction of residential dwellings (C3 use) with access from Chaucer Road and Military Road, and supporting infrastructure including roads, car parking, and green and blue infrastructure, alongside ancillary works including earthworks.	Canterbury City Council Military Road Canterbury Kent	615801	158375	Y	TBC	17/06/2025	Pending Decision	TBC	TBC
Canterbury City Council	CA/25/02361	Outline application for up to 127 dwellings, landscaping, open space, SuDS, and associated works with access from Herne Bay Road and retained pedestrian access from Sweechgate with all matters reserved except for access.	Land West Of Herne Bay Road Sturry	617139	161667	Y	TBC	23/12/2025	Pending Decision	TBC	TBC
Canterbury City Council	CA/25/00779	Outline application with all matters reserved apart from principal access from South Street and Chestfield Road for a mixed use development of up to 1350 dwellings, including older persons housing (Classes C2 and C3); a mixed use Local Centre comprising of retail, commercial, office, health, community uses and a mobility hub (Use Classes E and F); a primary school and a SEND school, business/employment space (Use Classes B2, B8 and E(g)); open space and associated works including landscaping, drainage infrastructure, engineering operations, open space, roads, pedestrian and cycle routes; and new A299 east off / east on slip roads to the south of Chestfield.	Land At Brooklands Farm Whitstable	612707	165268	Y	TBC	02/05/2025	Pending Decision	TBC	TBC
Canterbury City Council	CA/25/00352	Subdivision of existing commercial unit to form two units.	32 & 33 High Street Canterbury .	614832	157870	Y	TBC	27/02/2025	Granted	TBC	TBC
Canterbury City Council	CA/25/02319	Erection of building comprising six industrial/commercial units with associated parking.	Estuary House St Augustine's Business Park Estuary Close Whitstable	614392	167106	Y	TBC	16/12/2025	Pending Decision	TBC	TBC

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Canterbury City Council	CA/25/00679	Extension to commercial unit to provide additional warehouse space (2795 sq m).	Units 5 To 10 Sparrow Way Lakesview International Business Pa Hersden Kent	621427	162317	Y	TBC	10/04/2025	Granted	TBC	TBC
Canterbury City Council	CA/25/02047	Outline application for the change of use of the site from light industrial and storage to a 72 bed care home with associated parking including access, layout and scale.	Depot Adj Hall Place Harbledown Bypass Harbledown Kent	612814	158384	Y	TBC	11/11/2025	Pending Decision	TBC	TBC
Canterbury City Council	CA/25/02094	Proposed data centre building and compound, engineering operations, fencing, parking and associated works.	Shelford Farm Estate Broad Oak Road Canterbury Kent	616335	160156	Y	TBC	17/11/2025	Pending Decision	TBC	TBC
Canterbury City Council	CA/25/00400	Two-storey extension to existing warehouse together with 2 single-storey warehouse buildings following demolition of existing building.	Jacobi Jayne Wealden Forest Park Canterbury Road Herne Common Kent	617344	163653	Y	TBC	07/03/2025	Pending Decision	TBC	TBC
Canterbury City Council	CA/24/02262	Proposed Battery Energy Storage System (BESS) with associated access, landscaping and ancillary works.	Land To Rear Of Share And Coulter Owls Hatch Road South Of Thanet Way Herne Bay Kent	615715	166025	Y	TBC	19/12/2024	Granted	TBC	TBC
Canterbury City Council	CA/25/01598	Erection of 23 commercial units to be used for general industrial, storage and distribution and office and light industrial together with parking, landscaping, and associated other works following the demolition of existing commercial units.	Hillborough Business Park Sweechbridge Road Herne Bay Kent	620887	167747	Y	TBC	04/09/2025	Pending Decision	TBC	TBC
Canterbury City Council	CA/25/00208	Erection of buildings to provide employment floorspace for use within Use Class E g(i) (ii) (iii) and B8.	Land South Of The Ridgeway Whitstable Kent	612947	166223	Y	TBC	07/02/2025	Granted	TBC	TBC
Canterbury City Council	CA/24/02263	Erection of industrial/commercial units to provide employment floor space, for use within Use Class B2, B8 and E g(i)(ii) and (iii) together with a restaurant/café Use Class E(b) and building for use in Class E(d) for indoor recreational leisure use, with associated access and landscaping.	Land At Junction With May Street Sweechbridge Road Herne Bay Kent	620911	167186	Y	TBC	19/12/2024	Granted	TBC	TBC
Canterbury City Council	CA/25/00418	Construction and operation of up to a 227.5MW Battery Energy Storage System (BESS), comprising battery container units; inverter-transformer skid units, electrical substation buildings; substation compound; access roads; water storage tanks; fencing; CCTV; landscaping, and all ancillary grid infrastructure and associated works.	Woodlands Farm Calcott Hill Sturry Kent	617752	163084	Y	TBC	10/03/2025	Pending Decision	TBC	TBC
Canterbury City Council	CA/24/02283	Erection and operation of a solar farm with battery energy storage and associated infrastructure on a land at Britton Court Farm, Tyler Hill, CT2 9NG	Britton Court Farm Hackington Road Tyler Hill Kent	614123	162542	Y	TBC	20/12/2024	Granted	TBC	TBC

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Canterbury City Council	CA/25/00025	EIA Screening opinion request in relation to installation and operate a 227.5MW Battery Energy Storage System.	Land To North East Of Woodlands Farm Calcott Hill Sturry Kent	618021	163457	Y	TBC	06/01/2025	No objection	TBC	TBC
Dover District Council	25/00650	Change of use to mixed use, public hall, place of worship and day nursery (Class F1 and E)	Aylesham Baptist Free Church Dorman Avenue South Aylesham	623685	152122	Y	TBC	05/06/2025	Granted	TBC	TBC
Dover District Council	25/00666	Erection of replacement two-storey leisure building (including indoor swimming pool, fitness suite, studios, changing facilities and cafe) with link to existing sports hall and tennis centre complex, with associated landscaping works, following demolition of the existing pool building	Tides Leisure Centre Park Avenue Deal	637294	152063	Y	TBC	09/06/2025	Granted	TBC	TBC
Dover District Council	25/00908	Reserved matters application for the details of access, appearance, landscaping, layout and scale pursuant to outline application 22/01207 (Outline application for the erection of up to 39 dwellings) and discharge of conditions 6, 10 (in part), 11, 12, 13, 14, 15, 16, 17, 22, 23, 26, 27 and 29	Land At St Andrew's Gardens Shepherdswell	626458	148265	Y	TBC	06/08/2025	Pending Decision	TBC	TBC
Dover District Council	25/01218	Scoping Opinion from the Planning Inspectorate (prepared on behalf of the Secretary of State) for the proposed South Brooks Solar Farm by Blue Planet Solar Limited	South Brooks Solar Farm Kent And East Sussex			Y	TBC	11/11/2025	Not Applicable	TBC	TBC
Dover District Council	25/00709	Installation of a solar photovoltaic (PV) farm with Battery Energy Storage System (BESS), access tracks, fencing, landscape planting and other associated infrastructure	Land To South Of Thornton Road And East Of Thornton Lane Tilmanstone Kent	628766	152261	Y	TBC	20/06/2025	Pending Decision	TBC	TBC
Dover District Council	25/00391	Outline application for the erection of up to 4,200sqm of commercial space with associated parking and infrastructure; with all matters reserved except access	Land North West Of Deal Business Park Southwall Road Deal	636913	153004	Y	TBC	31/03/2025	Pending Decision	TBC	TBC
Dover District Council	25/00976	Full planning application for the development of holiday lodges, associated amenity buildings, arrival centre and group spaces, the change of use of existing dwellings for ancillary office, staff accommodation and back-of-house operations, use of Northbourne Park Preparatory School for event functions, landscaping and biodiversity enhancements, new access and internal trails, car parking, and associated infrastructure	Land At New Park Straight Mile Betteshanger Kent	631647	152486	Y	TBC	27/08/2025	Pending Decision	TBC	TBC

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Dover District Council	25/00023	Scoping Opinion - Environmental Impact Assessment (solar photovoltaic array)	Land To The South Of River Stour Ramsgate Road Sandwich			Y	TBC	10/01/2025	Not Applicable	TBC	TBC
Dover District Council	25/00964	Reserved matters application for the details of access, appearance, landscaping, layout and scale pursuant to outline application 14/00058 (Outline application for the redevelopment of site to include: demolition of some existing buildings (and associated infrastructure); change of use of some existing buildings (from B1 to use classes: B2, B8, Sui Generis (Energy) and D1 uses); the provision of new commercial (use classes: A3/4, B1, B2, B8, C1, D1 and Sui Generis) and residential (use class: C3) development; associated site preparation/enabling, infrastructure, and landscaping works; and provision of car parking)	Discovery Park Ramsgate Road Sandwich	633427	159463	Y	TBC	26/08/2025	Pending Decision	TBC	TBC
Dover District Council	25/00907	Change of use of part ground floor and first/second floors to residential, solar panel to roof, and replacement windows/door	24 High Street Deal	637706	152593	Y	TBC	06/08/2025	Granted	TBC	TBC
Dover District Council	25/00389	Change of use of first floor to residential, erection of a first-floor extension to create to self- contained flats with alterations to ground floor to create 2 new entrances and 2 retail units	23 High Street Deal	637679	152598	Y	TBC	31/03/2025	Granted	TBC	TBC
Dover District Council	25/01294	Erection of greenkeeping facility comprising a machinery store, workshop and facilities building, 2 storage bays and a water tank. Formation of pedestrian and vehicular access with parking and associated landscaping	Royal St Georges Golf Club Guilford Road Sandwich Bay Sandwich Kent	634943	158108	Y	TBC	03/12/2025	Pending Decision	TBC	TBC
Dover District Council	25/01164	Erection of 9 dwellings with associated parking and infrastructure	Land South West Of Sholden Drive Sandwich Road Sholden Kent	635570	152074	Y	TBC	27/10/2025	Pending Decision	TBC	TBC
Dover District Council	25/00736	Erection of 11 dwellings with private amenity space, new access, car parking, landscaping, and other associated works and infrastructure	Land East Of Northbourne Road Northbourne Road Deal Great Mongeham	634505	151418	Y	TBC	25/06/2025	Pending Decision	TBC	TBC
Dover District Council	25/01196	Outline planning application for the erection of 14 dwellings (with all matters reserved except access, layout and scale)	Land East Of Jubilee Road Worth .	633743	155949	Y	TBC	04/11/2025	Pending Decision	TBC	TBC

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Dover District Council	25/00912	Conversion of existing commercial building to 3 commercial units, 3 parking spaces and 15 dwellings with associated storage area, cycle store and bin stores	12 King Street Deal .	637730	152766	Y	TBC	06/08/2025	Pending Decision	TBC	TBC
Dover District Council	25/00320	Erection of 30 dwellings with associated access, parking, public open space, play area, soft and hard landscaping (existing dwelling to be demolished)	115 Station Road Deal	636276	150232	Y	TBC	21/03/2025	Pending Decision	TBC	TBC
Dover District Council	25/00460	Reserved Matters application pursuant to outline application 14/00058 for the erection of 32 dwellings and associated infrastructure	Discovery Park Ramsgate Road Sandwich	633427	159463	Y	TBC	16/04/2025	Pending Decision	TBC	TBC
Dover District Council	25/00472	Erection of 36 residential dwellings with associated access, open space, landscaping, drainage, infrastructure works and earthworks	Land At Archers Low Farm Sandown Road Sandwich	633839	157824	Y	TBC	22/04/2025	Pending Decision	TBC	TBC
Dover District Council	24/01331	Outline application for the erection of up to 53 dwellings (including Affordable Housing), with all matters reserved except access (amended details)	Land North East Of Grove Road Preston	625090	161578	Y	TBC	23/12/2024	Pending Decision	TBC	TBC
Dover District Council	25/00487	Reserved matters application for the approval of appearance, landscaping, layout and scale for 60 dwellings pursuant to outline application DOV/10/01010	Phase 1 Whitfield Urban Extension (Land South East Of Archers Court Road) Whitfield	631341	144754	Y	TBC	25/04/2025	Pending Decision	TBC	TBC
Dover District Council	25/00112	Erection of 70 dwellings including access, parking, landscaping, and associated infrastructure	Land North West Of Kingsdown Recreation Ground Ringwould Road Kingsdown Kent	637220	148534	Y	TBC	03/02/2025	Pending Decision	TBC	TBC
Dover District Council	25/01252	Outline application for development up to 75 dwellings, associated landscaping and infrastructure (all matters reserved except access)	Land On The North West Side Of Liverpool Road Walmer	637232	149583	Y	TBC	19/11/2025	Pending Decision	TBC	TBC
Dover District Council	25/01015	Reserved matters application for the details of appearance, landscaping, layout and scale for the erection of 76 dwellings pursuant to Outline Planning Permission 19/01462	Land North Of Orchard View And West Of Saunders Lane Ash	630029	158381	Y	TBC	11/09/2025	Pending Decision	TBC	TBC

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Dover District Council	25/00934	Outline planning application for the erection of up to 99 dwellings, associated parking and infrastructure (with all matters reserved except access)	Land On The West Side Of Lower Street Eastry	630834	154347	Y	TBC	15/08/2025	Pending Decision	TBC	TBC
Dover District Council	25/00665	Outline planning application (with all matters reserved except access) for up to 45 market and affordable dwellings, up to 66-bed care home, with provision of main vehicular access to Deal Road; emergency, cycle and pedestrian access to Dover Road; estate roads; parking; residential and community open space and landscaping. 0.8 hectare land parcel to be transferred to Sandwich Technology School for use as a sports pitch.	Land On The North East Side Of Deal Road Sandwich	632908	157101	Y	TBC	09/06/2025	Pending Decision	TBC	TBC
Dover District Council	25/01349	Reserved matters for application for the details of appearance, landscaping, layout and scale, including affordable housing, public open space and landscaping for the erection of 140 dwellings pursuant to Outline Planning Permission 21/01822	Land On The West Side Of Cross Road Deal Kent	636042	150531	Y	TBC	16/12/2025	Pending Decision	TBC	TBC
Dover District Council	25/01167	Reserved matters application pursuant to outline application 22/00652 to consider all outstanding matters including appearance, landscaping, layout and scale in respect to the erection of Phase 2B, which includes the delivery of 74 dwellings and associated car parking and infrastructure; and discharge of pre-commencement conditions 6 and 13 in relation to Phase 2B	Land South West Of London Road Deal .	635479	152296	Y	TBC	27/10/2025	Pending Decision	TBC	TBC
Dover District Council	25/00459	Reserved Matters application pursuant to outline application 14/00058 for the erection of 356 dwellings, landscaping, open space, sports facilities, commercial uses and associated infrastructure	Discovery Park Ramsgate Road Sandwich	633427	159463	Y	TBC	16/04/2025	Pending Decision	TBC	TBC
Dover District Council	25/00133	Outline planning application (with all matters reserved apart from access) for development comprising of residential units and flexible non residential floorspace and associated infrastructure and other works incidental to the proposed development	Land West Of Aylesham Road And South Of Spinney Lane Aylesham	623817	151855	Y	TBC	10/02/2025	Pending Decision	TBC	TBC
Dover District Council	25/00616	Screening Opinion - Development of holiday lodges, associated amenity buildings, arrival centre and group spaces, the change of use of existing dwellings for staff accommodation, ancillary office and back-of-house operations, use of Northbourne Park Preparatory School for event functions, landscaping and biodiversity enhancements, new access and internal trails, car parking, and associated infrastructure	Land At New Park Straight Mile Betteshanger Kent			Y	TBC	06/06/2025	Not Applicable	TBC	TBC

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Dover District Council	25/01399	EIA Screening Opinion - Construction and Operation of a Greener Grid Park Comprising Synchronous Compensators, Transformers, Ancillary Plant, Underground Electricity Ducting and Cabling to Connect to Existing Substation and Associated Hard and Soft Landscaping	Land North Of Stevens And Carlotti Ramsgate Road Sandwich			Y	TBC	23/12/2025	Awaiting decision	TBC	TBC
Thanet District Council	F/TH/25/0927	Erection of a two storey cafe (Use Class E(b)), a single storey community building (Use Class F2) and a single storey toilet block, together with raised platform, access and parking.	Land At Hodges Gap Promenade Margate Kent	637038	171432	Y	TBC	22/08/2025	Granted	TBC	TBC
Thanet District Council	OL/TH/25/0441	Outline Application for the erection of 10no two storey commercial units (Use Class B2) including access, appearance, layout and scale	Land Adjacent Units W1 And W2 Continental Approach Margate Kent	635916	168508	Y	TBC	11/04/2025	Pending Decision	TBC	TBC
Thanet District Council	F/TH/25/1003	Erection of a single storey detached building for use as a cafe/restaurant [Use Class Eb], together with external seating area and associated development	The Quex Park Estates Co Ltd Quex Park Birchington Kent	630898	168301	Y	TBC	16/09/2025	Granted	TBC	TBC
Thanet District Council	OL/TH/25/0442	Outline Application for the erection of 9no two storey commercial units (Use Class B2) including access, appearance, layout and scale	Land Adjacent Unit W3 Continental Approach Margate Kent	635861	168465	Y	TBC	11/04/2025	Pending Decision	TBC	TBC
Thanet District Council	F/TH/25/0925	Change of use from Industrial (Use Class B2) to flexible use (Use Class E(a), E(b), E(d), E(g)(i), E(g)(ii), E(g)(iii), F1(a), F1(b), F1(e), F2(b), and B2), together with erection of 1no gable timber structure to front elevation and 1no free standing gable timber structure, replacement of windows and doors, insertion of new window/door to replace shutter, installation of balustrading to roof for maintenance purposes, installation of 1.8m high timber fence to front boundary, and siting of 3no storage shipping container units to rear	2 - 12 Harold Road MARGATE Kent	636632	171109	Y	TBC	22/08/2025	Pending Decision	TBC	TBC
Thanet District Council	F/TH/25/0961	Erection of 1no three storey building (Use Class F) and 2no two storey buildings (Use Class B2 and E(c)(ii)) together with associated access, landscaping and parking	Land West Of Thanet Offshore Wind Port Of Ramsgate Royal Harbour Approach Ramsgate Kent	637861	164279	Y	TBC	02/09/2025	Pending Decision	TBC	TBC
Thanet District Council	F/TH/25/0713	Erection of 4-storey self-storage facility (Use Class B8) with ancillary office space (Use Class E(g)) and EV Charging Hub, including access and associated works.	Former Thanet Fire Station 477 Margate Road BROADSTAIRS Kent .	636574	167756	Y	TBC	17/06/2025	Granted	TBC	TBC
Thanet District Council	F/TH/25/1288	Erection of 1no storage unit (Use Class B8) together with landscaping and parking	Whites Transport/Channel Freight Storage Limited 1 Channel View Road Ramsgate Kent	631604	165471	Y	TBC	28/11/2025	Pending Decision	TBC	TBC

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Thanet District Council	F/TH/25/1037	Subdivision of existing unit to create 2no. retail units together with external alterations to facilitate this including partial demolition of the existing building and removal of mezzanine level and delivery canopy, removal of feature signage frame and glazed feature pod, installation of shop fronts and extension to existing canopy, refurbishment of external display area canopies and means of enclosure, creation of holding area and forklift truck shed, changes to parking configuration, provision of 2no. trolley corrals and associated works	Former Homebase 1 Westwood Gateway Margate Road Broadstairs Kent	636323	167983	Y	TBC	24/09/2025	Granted	TBC	TBC
Thanet District Council	F/TH/25/1202	Erection of a single storey side extension and installation of 1no air cooler unit, together with alterations to fenestration, associated access and landscaping, following demolition of existing office building	Queen Elizabeth The Queen Mothers Hospital St Peters Road Margate Kent	635978	169580	Y	TBC	05/11/2025	Pending Decision	TBC	TBC
Thanet District Council	F/TH/25/0556	Erection of a single storey retail unit (Class E(a)) with associated parking, access and landscaping.	Former Car Storage Site, Manston Road, Ramsgate	636064	165706	Y	TBC	14/05/2025	Pending Decision	TBC	TBC
Thanet District Council	R/TH/25/1310	Approval of Reserved Matters application pursuant to outline permission OL/TH/23/1606 for the 'Outline application (with all matters reserved except access) for up to 9,253sqm of commercial floorspace (use class E(g) and B8), and a Health Campus comprising the erection of a primary medical care facility (Use Class E(e)), an extra care/assisted living building accommodating 70no. self-contained flats (Use Class C2), a 80no. bed care home (Use Class C2), and a childrens nursery (Use Class E(f)); together with associated amenity and open space provision, infrastructure works and parking provision' for the approval of appearance, landscaping, layout and scale for the care home (Use Class C2)	Land To The East Of New Haine Road RAMSGATE Kent	636307	167220	Y	TBC	03/12/2025	Pending Decision	TBC	TBC
Thanet District Council	F/TH/25/0714	Installation of a battery storage system with associated ancillary infrastructure, access, landscaping and boundary treatments	Land North Of Solar Park Ebbsfleet Lane Ramsgate Kent	633482	162691	Y	TBC	17/06/2025	Granted	TBC	TBC
Thanet District Council	F/TH/25/0162	Construction of a renewable energy generating solar farm (2.678 ha) together with substations, security measures, associated infrastructure and works, and landscaping	Land South West Of Waste Processing Plant Manston Road North Manston Kent	633500	167377	Y	TBC	10/02/2025	Granted	TBC	TBC
Thanet District Council	F/TH/25/0835	Erection of 4-storey building accommodating 2no. retail units to ground floor level, 1no. 1-bedroom holiday let unit to first floor, and 1no. 2-bedroom maisonette to second and third floor, together with roof terrace and bin/cycle store	Sweet Yesterdays 33 High Street Broadstairs Kent	639594	167802	Y	TBC	22/07/2025	Pending Decision	TBC	TBC
Thanet District Council	R/TH/24/1469	Reserved matters application for the details of appearance, landscaping, layout and scale of the spine road (Phase 1a) and primary medical care facility (Phase 1b) pursuant to outline planning permission OL/TH/23/1606	Land To The East Of New Haine Road RAMSGATE Kent	636277	167113	Y	TBC	18/12/2024	Granted	TBC	TBC

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Thanet District Council	F/TH/24/1405	Erection of 2no. workshop and storage building (use class B2 and B8) and 1no. office building (use class E(g)(i))	Land South West Of Waste Processing Plant Manston Road North Manston Kent	633722	167417	Y	TBC	04/12/2024	Granted	TBC	TBC
Thanet District Council	F/TH/25/0319	Erection of 13no dwellings, comprising of 1no 2-bed, 5no 3-bed, 4no 4-bed and 3no 5-bed, following demolition of existing buildings and structures, together with associated access, landscaping and parking	St Nicholas Campsite Court Road St Nicholas At Wade Birchington Kent	626400	166807	Y	TBC	17/03/2025	Pending Decision	TBC	TBC
Thanet District Council	F/TH/25/0001	Change of use from former care home to up to 17no. bedroom residential family centre (Use Class C2)	Buckmaster Memorial Home 7 Western Esplanade Broadstairs Kent	639694	167152	Y	TBC	25/12/2024	Granted	TBC	TBC
Thanet District Council	F/TH/25/1073	Erection of a part two, part three and part four storey building to facilitate 20no flats, comprising of 1no 1-bed, 15no 2-bed and 4no 3-bed, together with associated access, landscaping and parking, following demolition of existing buildings	56 Addington Street And 9 Upper Grove Including Land Rear Of 9 To 15 Upper Grove Margate Kent	635695	170882	Y	TBC	07/10/2025	Pending Decision	TBC	TBC
Thanet District Council	F/TH/25/0776	Erection of 20no. 2 storey dwellings (comprising of 14no. 4 bed, 1no. 3 bed, 4no. 2 bed and 1no. 1 bed) and 1no. single storey retail unit (use class E) with associated vehicular access from Ramsgate Road, together with parking, bin and cycle stores and landscaping	Land South Of Ramsgate Road Sarre Kent	625882	164916	Y	TBC	07/07/2025	Pending Decision	TBC	TBC
Thanet District Council	OL/TH/24/1460	Outline application for the erection of 31No dwellings including access onto Monkton Street, with all other matters reserved	Land South Of Monkton Street Monkton Kent	629108	164944	Y	TBC	17/12/2024	Pending Decision	TBC	TBC
Thanet District Council	R/TH/25/1261	Application for the reserved matters of outline application OL/TH/21/0761 (Outline planning application for residential development of up to 49 dwellings including access) for the approval of appearance, landscaping, layout and scale.	Land Rear Of 96 To 102 Monkton Street Monkton Ramsgate Kent	628658	164924	Y	TBC	24/11/2025	Pending Decision	TBC	TBC
Thanet District Council	F/TH/25/0278	Erection of a three storey 66 bed care home (Use Class C2) with parking, access, landscaping and associated works	Land On South Side Of Manston Court Road And West Side Of Haine Road Ramsgate Kent	635992	167698	Y	TBC	06/03/2025	Granted	TBC	TBC
Thanet District Council	F/TH/25/0372	Erection of 5no four storey buildings to provide 56no 2-bed self-contained flats, 25no three storey dwellings and 10no two storey dwellings (7no 2-bed, 16no 3-bed and 12 4-bed) together with associated access, landscaping and parking	Land South Of Millennium Way Broadstairs Kent	637025	167620	Y	TBC	26/03/2025	Pending Decision	TBC	TBC
Thanet District Council	OL/TH/25/0524	Outline application (with all matters reserved except for access) the erection of up to 135 dwellings together with shop, with access onto Manston Road and Preston Road	Land North East Of Preston Road Ramsgate Kent	634581	166366	Y	TBC	07/05/2025	Pending Decision	TBC	TBC

Planning Authority	Planning Authority Application Ref.	Project	Address	X	Y	Within the Kent Onshore Scheme ZOI	Distance from Kent Order Limits (km)	Date of Application	Application status in January 2026	Tier (1-3)	Progress to Stage 2
Thanet District Council	OL/TH/25/0996	Outline application for the erection of up to 150 dwellings with consideration of access (all other matters reserved) onto Victoria Road (including widening of the vehicular access and reinstatement of brick piers) and Park Crescent Road, together with associated open space, infrastructure, community facility/building and parking, following demolition of redundant buildings and two dwellings.	Royal School For Deaf Children Victoria Road Margate Kent	635837	170483	Y	TBC	12/09/2025	Pending Decision	TBC	TBC
Thanet District Council	R/TH/24/1481	Application for reserved matters for the approval of layout, scale, landscaping and appearance for the erection of 312 dwellings (Phase 2) pursuant to outline permission OL/TH/20/0847 (Outline application for the erection of up to 450 residential dwellings) with highways infrastructure works, new public open space, public realm works, landscaping and associated works.	Land On The North West And South East Sides Of Shottendane Road MARGATE Kent	634759	169390	Y	TBC	20/12/2024	Granted	TBC	TBC
Kent County Council	KCC/CA/0006/2025	Synthetic turf pitch with perimeter fencing, floodlights, storage container, link paths, bund and biodiversity enhancements plus school entrance improvements	Simon Langton Grammar School For Girls, Old Dover Road, Canterbury, Kent, CT1 3EW	616127	156286	Y	TBC	13/02/2025	Pending Decision	TBC	TBC

Appendix Table G.4. Additional ‘other existing and, or approved developments’ within 20 km of the Offshore Scheme.

Planning Authority	Planning Authority Application Ref.	Project	Address	X	Y	Within the Offshore Scheme ZOI	Distance from Offshore Order Limits (km)	Date of Application	Application status in January 2026	Tier	Progress to Stage 2
Planning Inspectorate	TBC	Tarchon Interconnector	South of Harwich	N/A	N/A	Y	Unknown, potential for overlap	Pre-application	Pre-application	TBC	TBC

Appendix H Routing Around the Coralline Crag

The Applicant can confirm that the routing constraints with regards to the Coralline Crag was a key consideration for the Proposed Project both during the Corridor and Preliminary Routeing and Siting Study [APP-368] undertaken in 2022, and through subsequent refinement of the offshore landfall after the submission of the Scoping Report [APP-299] to the chosen landfall at Aldeburgh.

With regards to the routing and siting at the Suffolk Landfall, the complete Landfall Areas of Search are presented in Figure 7.2 [APP-368] and also copied below for ease.



Landfall area of search S1 was relatively unconstrained from a marine approach perspective but terrestrially had access and flood risk constraints and additional constraints associated with the onward terrestrial routing.

Landfall area of search S2 was relatively unconstrained from a marine approach perspective but terrestrially crosses a wide area designated as SSSI and RSPB reserve.

Landfall area S3 was significantly constrained from a marine approach perspective due to the presence of rocky reefs and, in the immediate offshore, by the proposed export cable route

from the proposed East Anglia One North and Two Offshore Wind Farm Projects. Onshore it was considered likely that the effects on the SSSI and RSPB reserve could be reduced through the use of trenchless installation techniques. Offshore the approach to landfall S3N was less constrained by the rocky reef but other existing and proposed offshore infrastructure on the approach still posed a constraint. Terrestrially, S3N was relatively unconstrained environmentally.

Landfall area of search S4 was significantly constrained both on the offshore approach and terrestrially by the presence of the existing Sizewell B Nuclear Power Station and the proposed Sizewell C Nuclear Power Station development.

Landfall area of search S5 was constrained on the marine approach by the large number of offshore cable crossings and the potential interaction with the proposed Sizewell C Nuclear Power Station development and onshore by both European and nationally designated sites for nature conservation.

These factors were considered when selecting landfall area of search S2 as the preferred option to take forward as this route avoided the main outcropped area of Coralline Crag further north (outlined below and within Figure 6.4.4.1.15, [APP-272]) whilst also balancing the onward terrestrial constraints which Landfall S1 proposed. While the marine exit of landfalls from S1 are south of the Coralline Crag, S2 was selected based on assessment of a wide range of terrestrial and marine considerations. A consideration in the decision was that the S2 landfalls were of a feasible length for passing beneath the Coralline Crag outcrops without impacting them, offsetting most of the benefits for S1 associated with routing to the south of the Coralline Crag.

During the initial survey of this route in 2021, the proximity of the outfall sluice associated with the RSPB wetlands, resulted in a recommendation to extend the landfall approach area immediately to the south, thus extending the area for engineering purposes. Area 1 of the additional survey was surveyed in 2023 by NEXTGeo. The datasets were appended to ensure overlap for assessment. This also permitted co-location of projects at this landfall to be assessed. The development of this is described in Applicant document [REP2-035] 9.80 **Integrated Geophysical and Geotechnical Survey Report-Extract**

Using this dataset the four trenchless duct trajectories for the Proposed Project were positioned in the southern part of the expanded area and designed to emerge in the increasing wedge of sediment to the east of the Coralline Crag outcrop, as shown in the diagram below (blue colouring). At the Suffolk landfall, the trenchless solution has always aimed to extend the ducts as far as possible into deeper water, allowing for a marine exit point in the deepest water possible (depending on available technologies) and as far from the beach as possible, beyond the Coralline Crag.

The Applicant's report [PDA-037 9.20.1 Landfall Sediment Modelling Report Aldeburgh] has assessed the coastal processes and identified the area where the dynamic coastal processes associated with the controls of the beach profile reduce. When this has been compared to the conceptual / indicative trenchless solution exit points, the trenchless solutions emerge to the east of the area where coastal processes have a significantly reduced effect on sediment transport processes and associated development of the seabed. This is a key area for ensuring the stability of the exit points from enhanced scour or erosion, as well as ensuring the cables beyond the exit points can be lowered into sediment. It also avoids creating a rock cut trench within the margins of the outcrop of Coralline Crag, or within sub cropping Crag.



Appendix I Table of Discharging Authorities to be Incorporated into the Explanatory Memorandum

1.1.1 The discharging authorities are correct as of February 2026 but may be amended should the names or responsibilities of local authorities or other authorities change in the future.

Appendix Table I.1 Discharging authorities to be incorporated into the Explanatory Memorandum

Plans listed in Requirement 6 of the DCO	To be substantially in accordance with	Discharging authority	In consultation with
a) Onshore Construction Environmental Management Plan	Outline Onshore Construction Environmental Management Plan (7.5.3)	East Suffolk Council Thanet District Council/Dover District Council	Suffolk County Council Kent County Council Environment Agency
b) Construction Traffic Management and Travel Plan - Suffolk	Outline Construction Traffic Management and Travel Plan - Suffolk (7.5.1.1)	Suffolk County Council	East Suffolk Council
c) Construction Traffic Management and Travel Plan - Kent	Outline Construction Traffic Management and Travel Plan - Kent (7.5.1.2)	Kent County Council	Thanet District Council/Dover District Council
d) Air Quality Management Plan - Suffolk	Outline Air Quality Management Plan - Suffolk (7.5.6.1)	East Suffolk Council	Suffolk County Council
e) Air Quality Management Plan - Kent	Outline Air Quality Management Plan - Kent (7.5.6.2)	Thanet District Council/Dover District Council	Kent County Council
f) Landscape and Ecological Management Plan (LEMP) - Suffolk	Outline LEMP - Suffolk (7.5.7.1)	East Suffolk Council	Suffolk County Council Natural England
g) Landscape and Ecological Management Plan (LEMP) - Kent	Outline LEMP - Kent (7.5.7.2)	Thanet District Council/Dover District Council	Natural England
h) Construction Noise and Vibration Management Plan (NVMP) – Suffolk	Outline Construction NVMP - Suffolk (7.5.8.1)	East Suffolk Council	Suffolk County Council Environment Agency
i) Construction Noise and Vibration Management Plan (NVMP) – Kent	Outline Construction NVMP - Kent (7.5.8.2)	Thanet District Council/Dover District Council	Kent County Council Environment Agency
j) Public Rights of Way (PRoW) Management Plan – Suffolk	Outline PRoW - Suffolk (7.5.9.1)	Suffolk County Council	East Suffolk Council
k) Public Rights of Way (PRoW) Management Plan – Kent	Outline PRoW - Kent (7.5.9.2)	Kent County Council	Thanet District Council/Dover District Council
l) Soil Management Plan - Suffolk	Outline Soil Management Plan - Suffolk (7.5.10.1)	East Suffolk Council	Suffolk County Council
m) Soil Management Plan - Kent	Outline Soil Management Plan - Kent (7.5.10.2)	Thanet District Council/Dover District Council	Kent County Council
n) Material and Waste Management Plan	N/A	East Suffolk Council Thanet/Dover District Council	Suffolk County Council Kent County Council Environment Agency

Plans listed in Requirement 6 of the DCO	To be substantially in accordance with	Discharging authority	In consultation with
o) Drainage Management Plan - Suffolk	Suffolk Drainage Strategy (9.17.1)	Suffolk County Council	East Suffolk Council
p) Drainage Management Plan – Kent	Kent Drainage Strategy (9.17.2)	Kent County Council	Thanet District Council Dover District Council Natural England
q) Flood Management Plan (FMP)	N/A	Suffolk County Council Kent County Council	East Suffolk Council Thanet/Dover District Council
r) Code of Construction Practice	Outline Code of Construction Practice (9.83)	East Suffolk Council Thanet/Dover District Council	Suffolk County Council Kent County Council

Appendix J Piling Noise Dataset

J.1.1 Note that this has been uploaded separately as an Excel file with the title **9.90.1 Hearing Actions Deadline 4 Appendix J Piling Noise Dataset.xls**

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