

## The Great Grid Upgrade

Sea Link

# Sea Link

### Volume 9: Examination Submissions

Document 9.108.1: Applicant's Response to January Hearing Action Points (CAH1 and ISH2) - Deadline 5 - Appendices

Planning Inspectorate Reference: EN020026

Version: A  
March 2026

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# Contents

<b>Appendix A Additional LionLink Cumulative Visualisations</b>	<b>A.1</b>
<b>Appendix B Friston Scenario 2 Visualisations</b>	<b>B.1</b>
<b>Appendix C LionLink Updates – Review of Cumulative Assessments</b>	<b>C.1</b>
<b>Appendix D Comparison of dBA and dBC Operational Sound Levels</b>	<b>D.1</b>

# Appendix A Additional LionLink Cumulative Visualisations

## A.1 Introduction

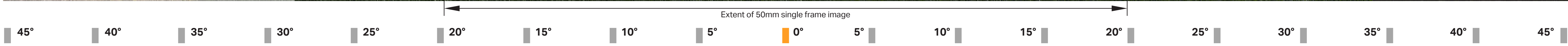
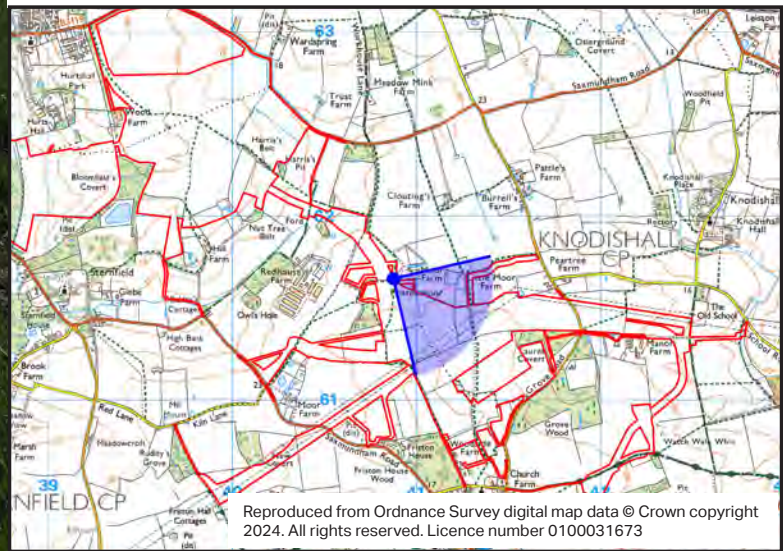
- A.1.1 Cumulative visualisations showing the Suffolk Onshore Scheme and LionLink were prepared in response to Action Point (AP) 109 in **Application Document Action Points arising from Issue Specific Hearing 2 (ISH2) [EV6-033]** and submitted at Deadline 4 in **Application Document 9.90 (A) Applicant's Response to Action Points from Compulsory Acquisition hearing 1 (CAH1) and Issue Specific Hearing 2 (ISH2) [REP4-086]**. As noted in paragraph A.3.2 the cumulative visualisations which show the Sea Link Friston Scenario 2 and LionLink extension at Kiln Lane substation were identified to 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 [REP4-065]**.
- A.1.2 Additional cumulative visualisations have now been prepared from viewpoints 6A, 7 and 22 to show Sea Link Friston Scenario 2 and LionLink extension at Kiln Lane substation and incorporate the following information:
- The updated Sea Link Friston Scenario 2 outline landscape mitigation (shown on Figure 5 of **Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan – Suffolk [REP4-065]**).
  - Updated Kiln Lane substation footprint and tower positions which reflect the current detailed design (within the Limits of Deviation).
  - Updated footprint of the LionLink extension to align with the updated substation footprint at Kiln Lane substation.
- A.1.3 The updated planting proposals are shown as whips at year one winter and as matured at year 15 summer. Shrub heights were not previously included within the planting mix within **Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan – Suffolk [REP4-065]** and will be included within a Deadline 6 update to reflect the updated planting proposals. Shrub planting is shown, where relevant, on the visualisations as whips at year one and 3-4 m height at year 15. The planting shown in the visualisations does not differentiate between areas of advanced planting and planting proposed to be implemented during the operational phase of the Proposed Project. This is consistent with the approach taken with visualisations for the Proposed Project as part of the Application Documentation.
- A.1.4 The updated proposals at Kiln Lane substation represent a slight change to the footprint and tower locations following refinement as part of the ongoing detailed design. This change does not alter the assessment of effects associated with Friston Scenario 2 as the changes are within the Limit of Deviation.
- A.1.5 The wooden pole line, which appears in front of Friston Substation (which belongs to UKPN) is currently in the process of being removed due to the undergrounding of this

line in conjunction with SPR for the works associated with the EA1N and EA2 DCO's. This asset will have been removed by the time that the Proposed Project commences.



BASELINE (WINTER)

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



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

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

Canon EOS 5D MkIV  
 Sigma 50mm f/1.4 DG HSM  
 90°  
 South East  
 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**

Appendix A-1 Additional LionLink Cumulative Visualisations (sheet 1 of 4)

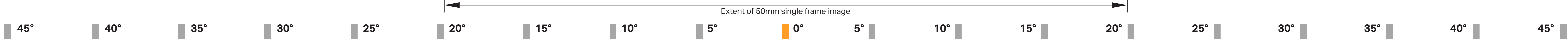
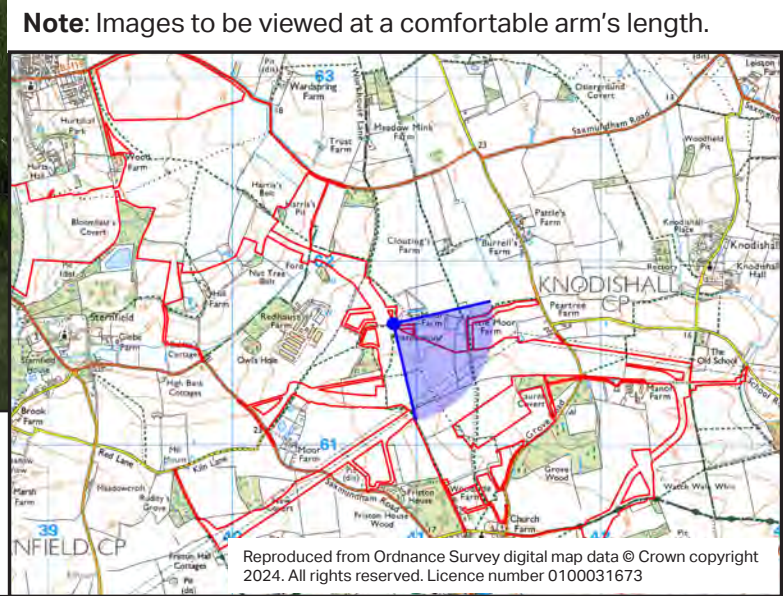


**KEY:**

- 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:** 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.



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

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

Canon EOS 5D MkIV  
 Sigma 50mm f/1.4 DG HSM  
 90°  
 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.

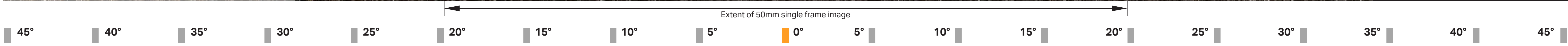
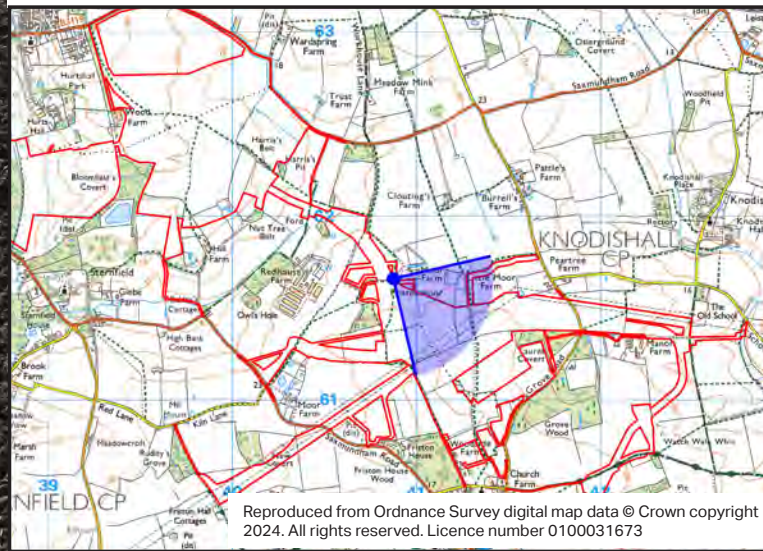
**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 6 (a): Public Footpath (Friston 260, route 17), east of Sternfield, looking southeast**

Appendix A-1 Additional LionLink Cumulative Visualisations (sheet 2 of 4)



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: 14/09/2023, 09:24

Camera: Canon EOS 6D  
 Lens: Canon EF50mm f/1.8 STM  
 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**

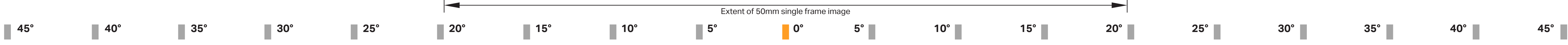
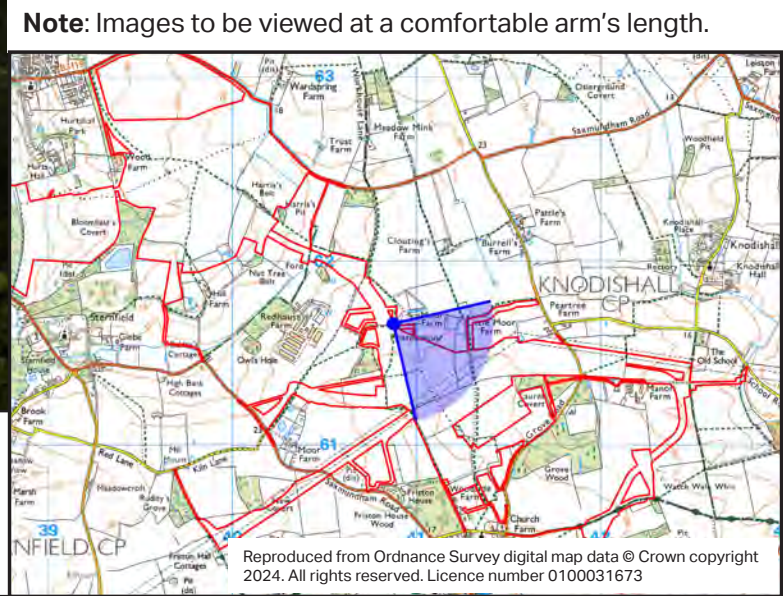
Appendix A-1 Additional LionLink Cumulative Visualisations (sheet 3 of 4)



KEY:  
 - - NGET Friston Substation Limits of Deviation (not visible)

FRISTON SCENARIO 2 WITH LIONLINK CUMULATIVE SCENARIO (SUMMER YEAR 15)

**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: 14/09/2023, 09:24

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

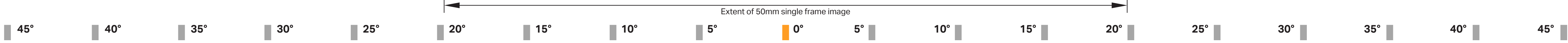
**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 6 (a): Public Footpath (Friston 260, route 17), east of Sternfield, looking southeast**

Appendix A-1 Additional LionLink Cumulative Visualisations (sheet 4 of 4)



BASELINE (WINTER)

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



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  
 90°  
 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**  
 Appendix A-2 Additional LionLink Cumulative Visualisations (sheet 1 of 4)

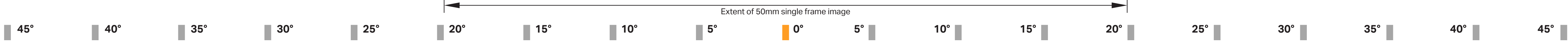
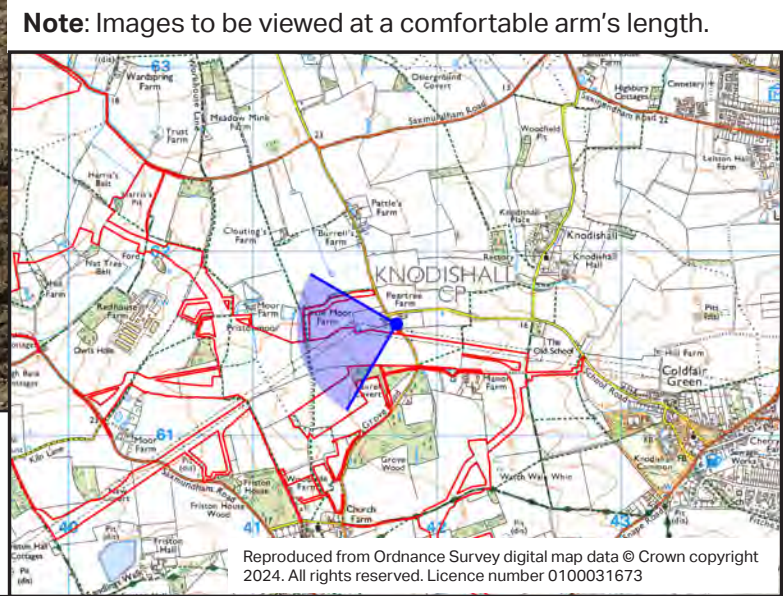


**KEY:**

- 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:** 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: 06/04/2024, 12:07

Camera:  
 Lens: Canon EOS 5D MkIV  
 Horizontal Field of View: Sigma 50mm f/1.4 DG HSM 90°  
 Direction of View: West  
 Location: E641769 N261597

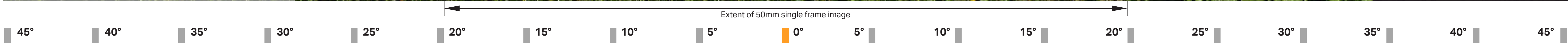
Eye level: 25.1m  
 Height of Camera: 1.6m

**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 7: Grove Road, north of Friston, looking west**  
 Appendix A-2 Additional LionLink Cumulative Visualisations (sheet 2 of 4)



BASELINE (SUMMER)



Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 14/09/2023, 08:51

Camera: Canon EOS 6D  
 Lens: Canon EF50mm f/1.8 STM  
 Horizontal Field of View: 90°  
 Direction of View: West  
 Location: 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**  
 Appendix A-2 Additional LionLink Cumulative Visualisations (sheet 3 of 4)

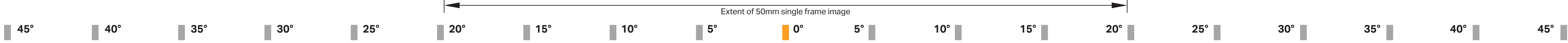
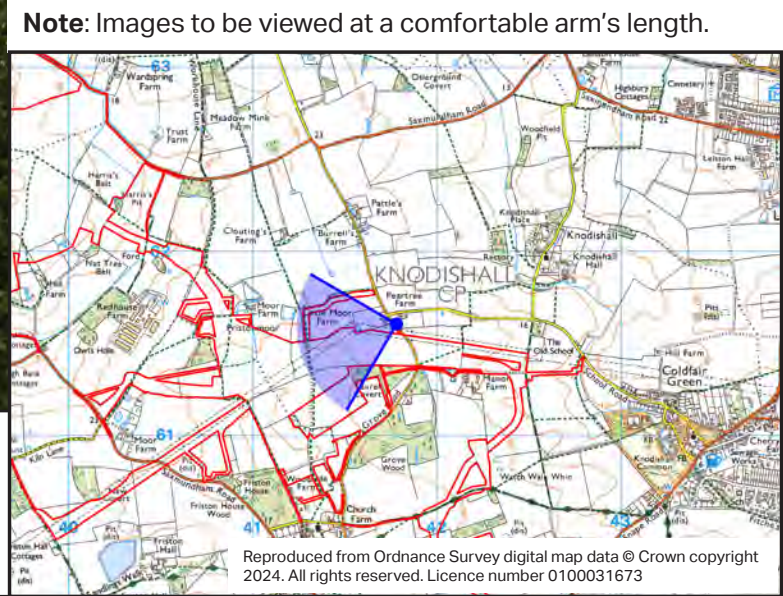


**KEY:**

- 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 (SUMMER YEAR 15)

**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: 14/09/2023, 08:51

Camera: Canon EOS 6D  
 Lens: Canon EF50mm f/1.8 STM  
 Horizontal Field of View: 90°  
 Direction of View: West  
 Location: E641769 N261597

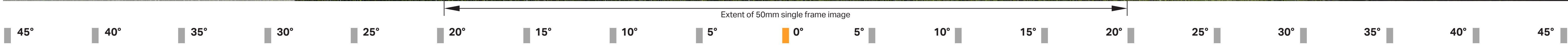
Eye level: 25.1m  
 Height of Camera: 1.6m

**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 7: Grove Road, north of Friston, looking west**  
 Appendix A-2 Additional LionLink Cumulative Visualisations (sheet 4 of 4)



BASELINE (WINTER)



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Visualisation Type:	3	Camera:	Canon EOS 5D MkIV	Eye level:	22.6m
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:	North East		
Date / Time:	07/04/2024, 07:03	Location:	E640475 N260860		

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

Appendix A-3 Additional LionLink Cumulative Visualisations (sheet 1 of 4)

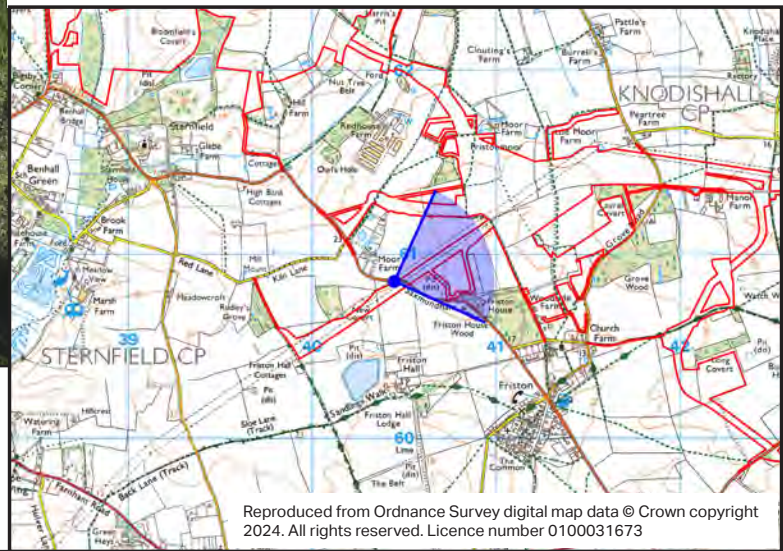


**KEY:**

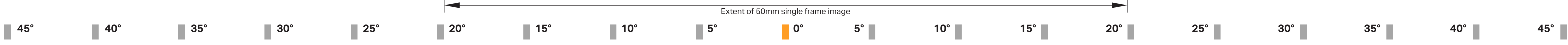
- NGET Friston Substation
- LionLink Substation Extension
- NGET Friston Substation Limits of Deviation (visible)
- NGET Friston Substation Limits of Deviation (not visible)

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

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



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

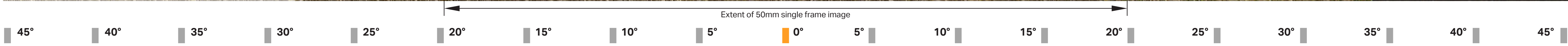
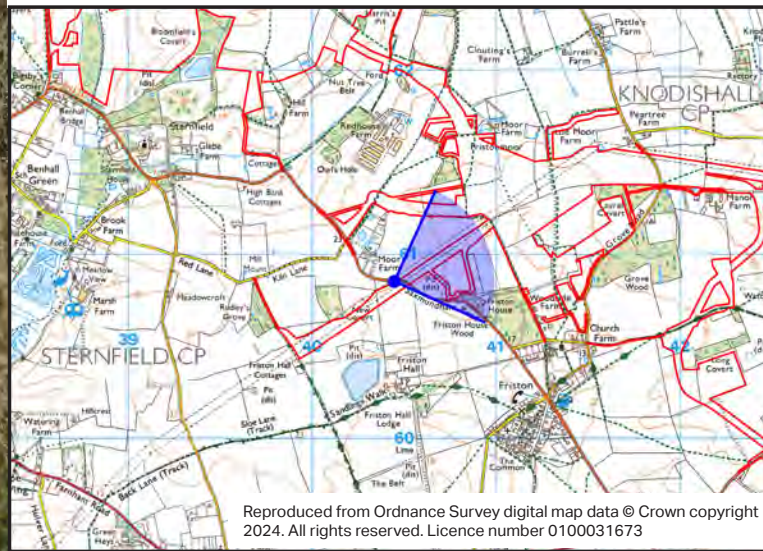
**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 22: Saxmundham Road (B1121), northwest of Friston, looking northeast**

Appendix A-3 Additional LionLink Cumulative Visualisations (sheet 2 of 4)



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: 30/07/2024, 10:55

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

Appendix A-3 Additional LionLink Cumulative Visualisations (sheet 3 of 4)

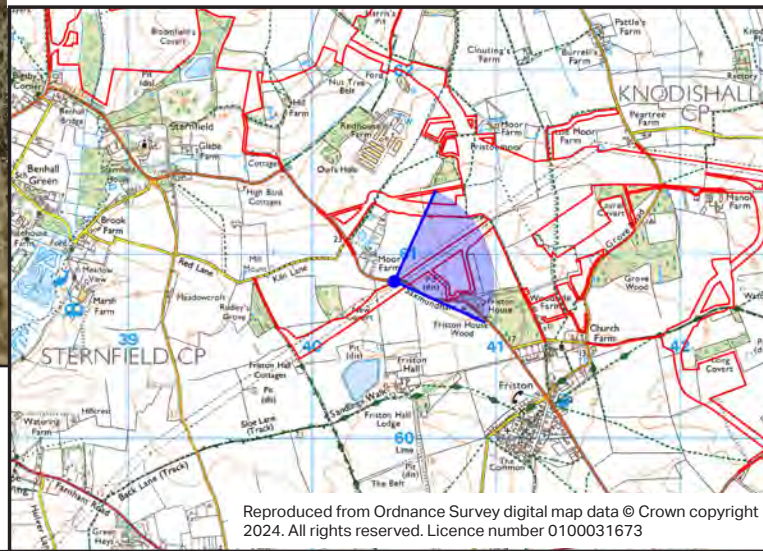


**KEY:**

- 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 (SUMMER YEAR 15)

**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.

Extent of 50mm single frame image



Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 30/07/2024, 10:55

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 A-3 Additional LionLink Cumulative Visualisations (sheet 4 of 4)

# Appendix B Friston Scenario 2 Visualisations

## B.1 Introduction

- B.1.1 Whilst updating the LionLink cumulative visualisations in relation to Action Point (AP) 109 in **Application Document Action Points arising from Issue Specific Hearing 2 (ISH2) on environmental issues held on Wednesday 28 January to Friday 30 January 2026 [EV6-033]**, using the current Kiln Lane substation detailed design drawings, it became apparent that the Kiln Lane substation footprint and tower positions had slightly changed from those used previously in Sea Link Friston Scenario 2 visualisations. Consequently, updates have been made to all representative viewpoints from which Friston Scenario 2 would be visible in the view (either because of intervisibility with the substation or towers). Visualisations from the following viewpoints have been updated and are contained in this Appendix: viewpoints 1, 6a, 7, 8a, 9, 15, 16, 18, 22 and 23.
- B.1.2 The updated Friston Scenario 2 visualisations have been prepared to show:
- The updated Sea Link Friston Scenario 2 outline landscape mitigation (shown on Figure 5 of **Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan – Suffolk [REP4-065]**).
  - Updated Kiln Lane substation footprint and tower positions which reflect the current detailed design (within the Limits of Deviation).
- B.1.3 The elements of the Proposed Project visible in the visualisations are displayed using the Kiln Lane substation 3D model and the Saxmundham Converter Station illustrative model for consistency purposes. A dashed line also shows the Limit of Deviation for Friston Substation.
- B.1.4 The updated planting proposals are shown as whips at year 1 winter and as matured at year 15 summer. Shrub heights were not previously included within the planting mix within **Application Document 7.5.7.1 (C) Outline Landscape and Ecological Management Plan – Suffolk [REP4-065]** and will be included within a Deadline 6 update. Shrub planting is shown, where relevant, on the visualisations as whips at year 1 and 3-4 m height at year 15. The planting shown in the visualisations does not differentiate between areas of advanced planting and planting proposed to be implemented during the operational phase of the Proposed Project. This is consistent with the approach taken with visualisations for the Proposed Project as part of the Application Documentation.
- B.1.5 The updated proposals at Kiln Lane substation represent a slight change to the footprint and tower locations following refinement as part of the ongoing detailed design. This change does not alter the assessment of effects associated with Friston Scenario 2 as the changes are within the Limit of Deviation.
- B.1.6 For viewpoints 16 and 18, the maximum parameter block model of the Friston substation is visible, however, the Kiln Lane substation 3D model is not. For transparency, the substation Limit of Deviation has been added to the visualisations

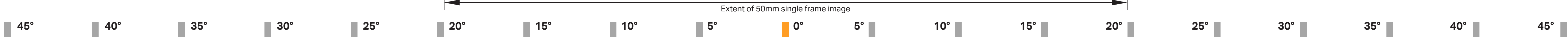
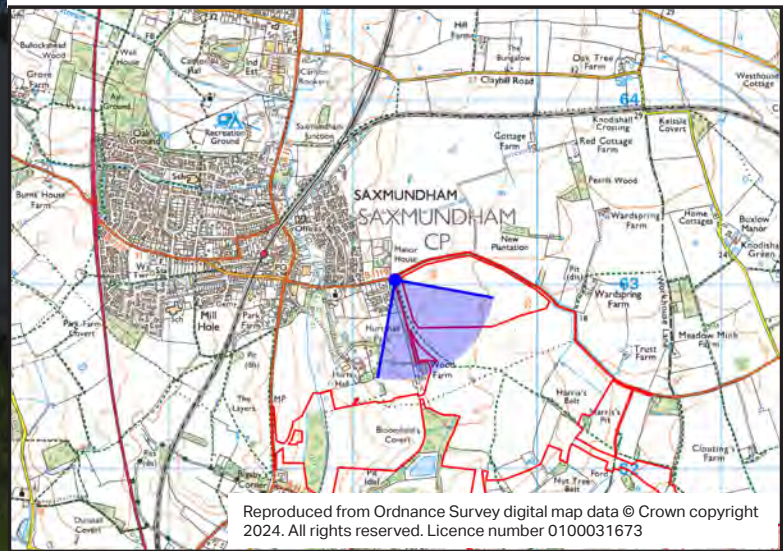
from these viewpoints along with a note to explain this. For additional clarity, labelling has also been added to these visualisations to indicate where the Saxmundham Converter Station 3D model is located, as it is less apparent due to the distance.

- B.1.7 There is no summer year 15 visualisation prepared for viewpoint 8a due to the hedgerow in the baseline summer photography being in leaf. For further detail regarding this, refer to 1LVIA12 contained within **Application Document 9.73 Applicant's Responses to First Written Question [REP3-069]**.
- B.1.8 The wooden pole line, which appears in front of Friston Substation (which belongs to UKPN) is currently in the process of being removed due to the undergrounding of this line in conjunction with SPR for the works associated with the EA1N and EA2 DCO's. This asset will have been removed by the time that the Proposed Project commences.



BASELINE (WINTER)

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



**AECOM** Delivering a better world

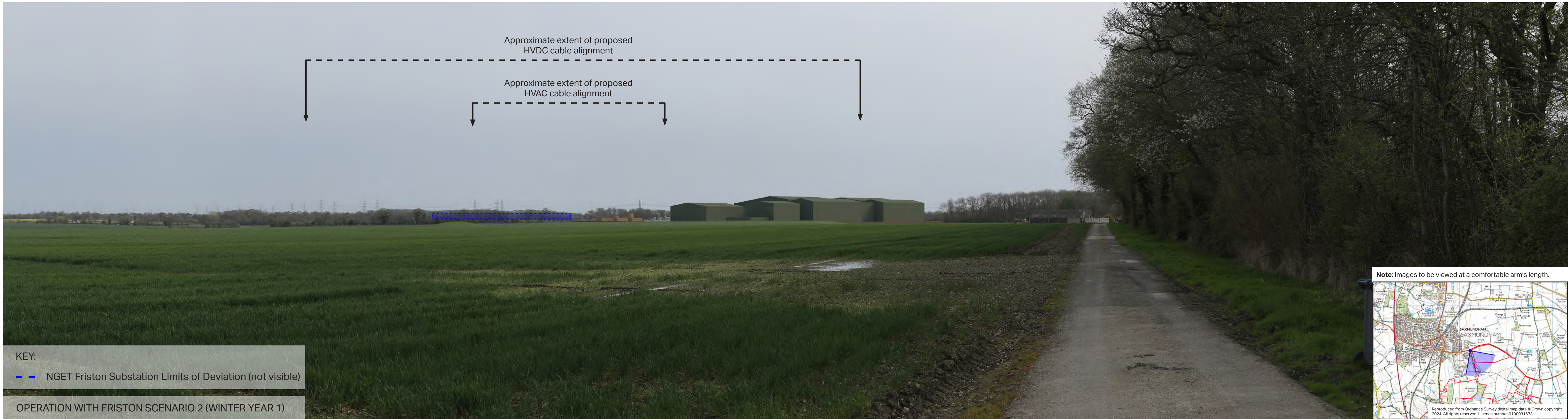
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 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 06/04/2024, 14:31

Camera: Canon EOS 5D MkIV  
 Lens: Sigma 50mm f/1.4 DG HSM  
 Horizontal Field of View: 90°  
 Direction of View: South East  
 Location: E639225 N263029

Eye level: 33.3m  
 Height of Camera: 1.6m

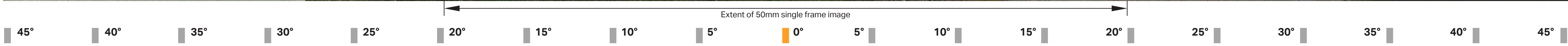
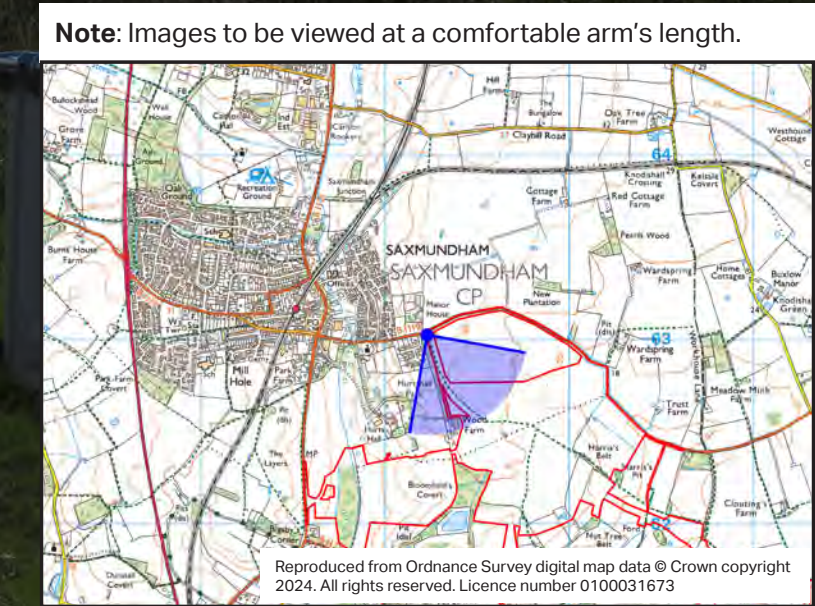
**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 1: Public Footpath (Saxmundham 460, route 23), east of Saxmundham, looking southeast**

Appendix B-1 Friston Scenario 2 Visualisations (sheet 1 of 4)



KEY:  
 - - - NGET Friston Substation Limits of Deviation (not visible)

OPERATION WITH FRISTON SCENARIO 2 (WINTER YEAR 1)



Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 06/04/2024, 14:31

Camera: Canon EOS 5D MkIV  
 Lens: Sigma 50mm f/1.4 DG HSM  
 Horizontal Field of View: 90°  
 Direction of View: South East  
 Location: E639225 N263029

Eye level: 33.3m  
 Height of Camera: 1.6m

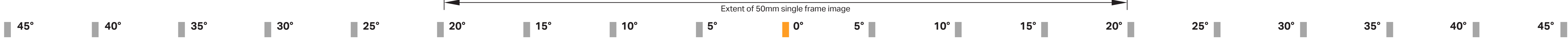
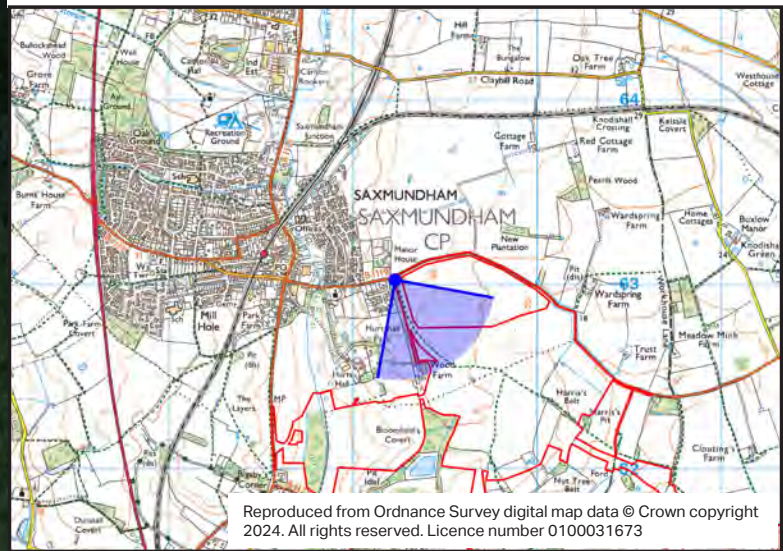
**Note:**  
 The photomontage assumes under Friston Scenario 2 the construction of the NGET Friston Substation and two new pylons, and the removal of one pylon. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.

**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 1: Public Footpath (Saxmundham 460, route 23), east of Saxmundham, looking southeast**  
 Appendix B-1 Friston Scenario 2 Visualisations (sheet 2 of 4)



BASELINE (SUMMER)

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



Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 13/09/2023, 15:33

Camera: Canon EOS 6D  
 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

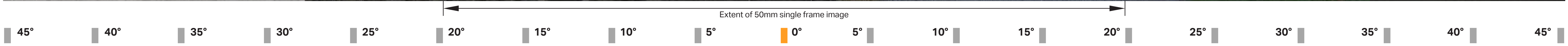
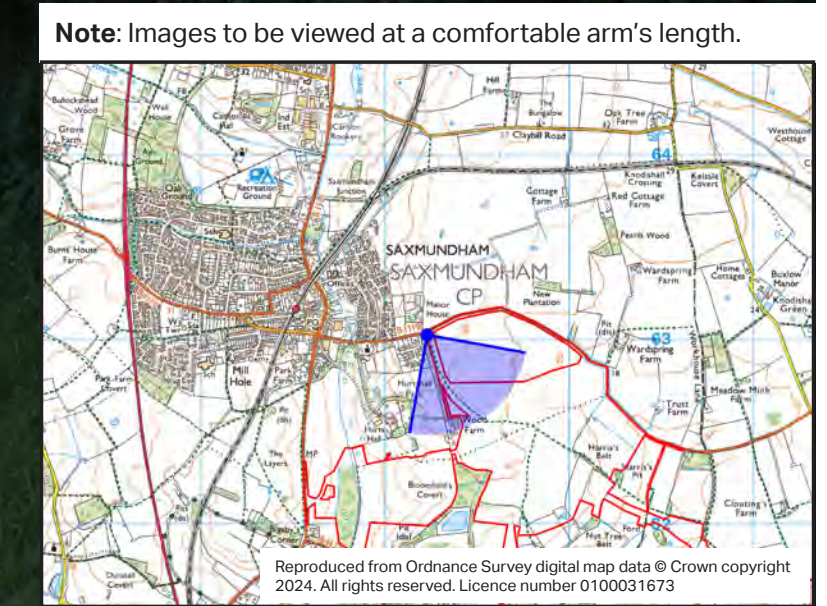
**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 1: Public Footpath (Saxmundham 460, route 23), east of Saxmundham, looking southeast**

Appendix B-1 Friston Scenario 2 Visualisations (sheet 3 of 4)



KEY:  
 - - NGET Friston Substation Limits of Deviation (not visible)

OPERATION WITH FRISTON SCENARIO 2 (SUMMER YEAR 15)



Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 13/09/2023, 15:33

Camera: Canon EOS 6D  
 Lens: Canon EF50mm f/1.8 STM  
 Horizontal Field of View: 90°  
 Direction of View: South East  
 Location: E639225 N263029

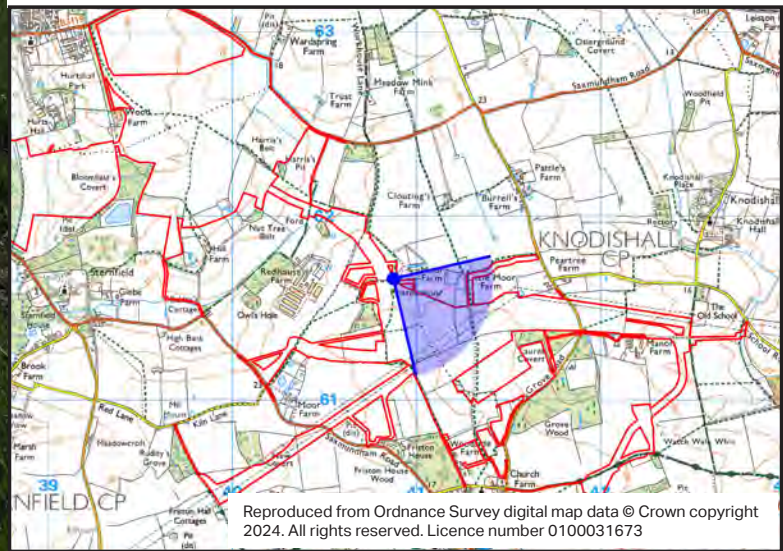
Eye level: 33.3m  
 Height of Camera: 1.6m

**Note:**  
 The photomontage assumes under Friston Scenario 2 the construction of the NGET Friston Substation and two new pylons, and the removal of one pylon. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.

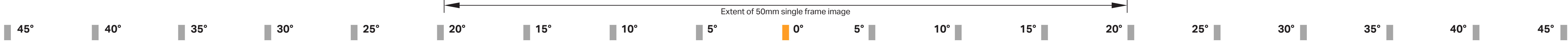
**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 1: Public Footpath (Saxmundham 460, route 23), east of Saxmundham, looking southeast**  
 Appendix B-1 Friston Scenario 2 Visualisations (sheet 4 of 4)



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



BASELINE (WINTER)



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

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

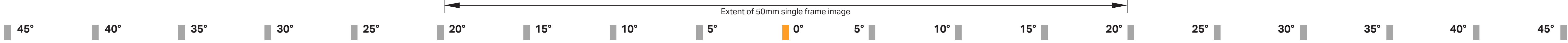
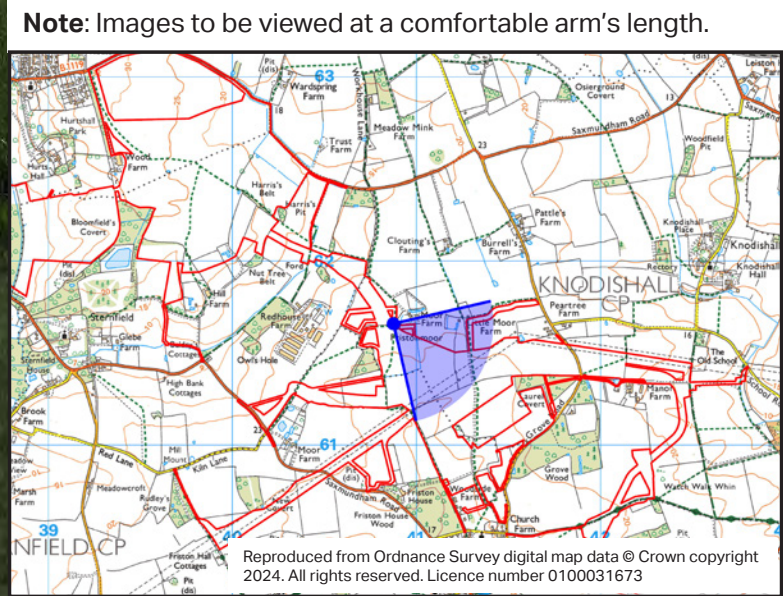
Canon EOS 5D MkIV  
 Sigma 50mm f/1.4 DG HSM  
 Eye level: 25.2m  
 Height of Camera: 1.6m

**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 6 (a): Public Footpath (Friston 260, route 17), east of Sternfield, looking southeast**  
 Appendix B-2 Friston Scenario 2 Visualisations (sheet 1 of 4)



**KEY:**  
 — NGET Friston Substation Limits of Deviation (visible)  
 - - NGET Friston Substation Limits of Deviation (not visible)

**FRISTON SCENARIO 2 (WINTER YEAR 1)**



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

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

Canon EOS 5D MkIV  
 Sigma 50mm f/1.4 DG HSM  
 Eye level: 25.2m  
 Height of Camera: 1.6m

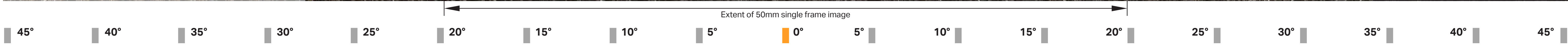
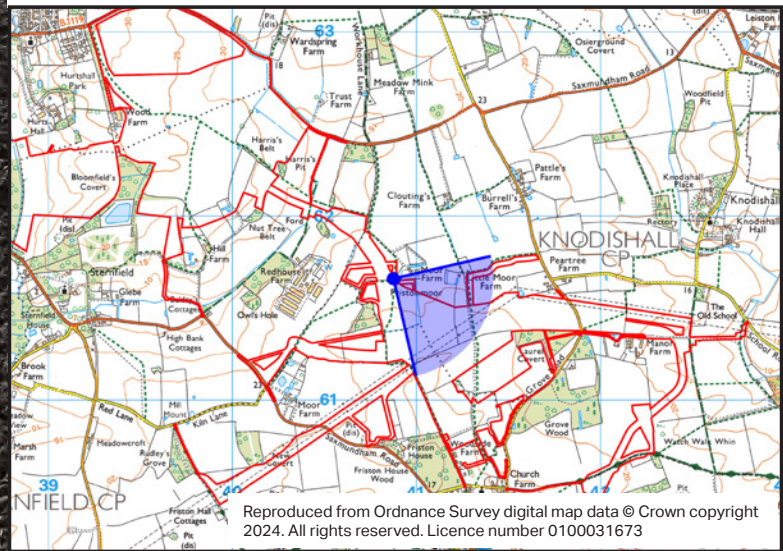
**Note:**  
 The photomontage shows the 3D model of NGET Friston Substation (being developed under SPR consent). The photomontage shows two new pylons and the removal of one pylon under Friston Scenario 2. No visualisation has been prepared for Friston Scenario 1 as no new infrastructure would be present.

**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 6 (a): Public Footpath (Friston 260, route 17), east of Sternfield, looking southeast**  
 Appendix B-2 Friston Scenario 2 Visualisations (sheet 2 of 4)



BASELINE (SUMMER)

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

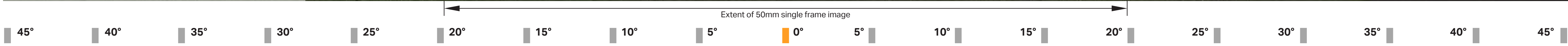


Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 14/09/2023, 09:24

Camera:  
 Lens: Canon EOS 6D  
 Horizontal Field of View: Canon EF50mm f/1.8 STM  
 Direction of View: 90°  
 Location: South East  
 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**  
 Appendix B-2 Friston Scenario 2 Visualisations (sheet 3 of 4)



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Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 14/09/2023, 09:24

Camera: Canon EOS 6D  
 Lens: Canon EF50mm f/1.8 STM  
 Horizontal Field of View: 90°  
 Direction of View: South East  
 Location: E640886 N261652

Eye level: 25.2m  
 Height of Camera: 1.6m

**Note:**  
 The photomontage shows the 3D model of NGET Friston Substation (being developed under SPR consent). The 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.

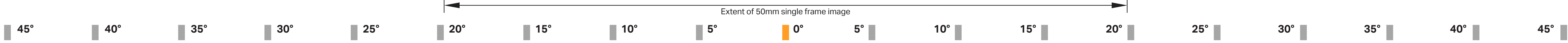
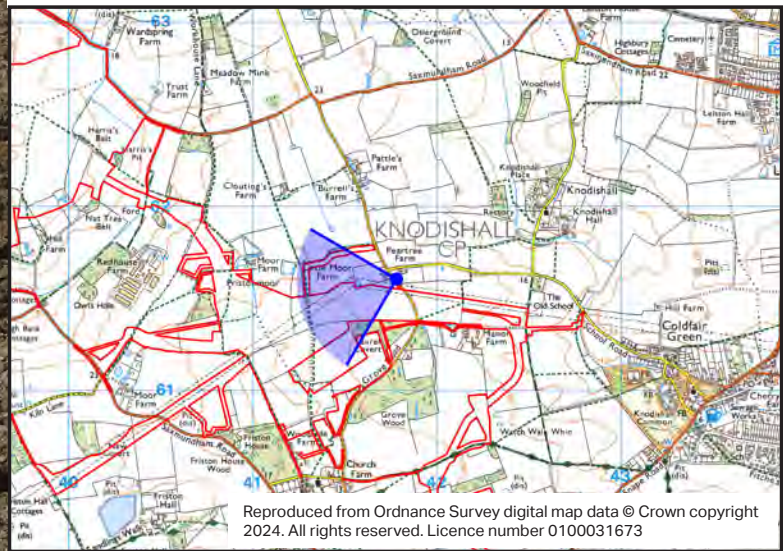
**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 6 (a): Public Footpath (Friston 260, route 17), east of Sternfield, looking southeast**

Appendix B-2 Friston Scenario 2 Visualisations (sheet 4 of 4)



BASELINE (WINTER)

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



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  
 Eye level: 25.1m  
 Height of Camera: 1.6m

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

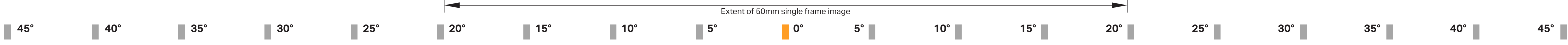
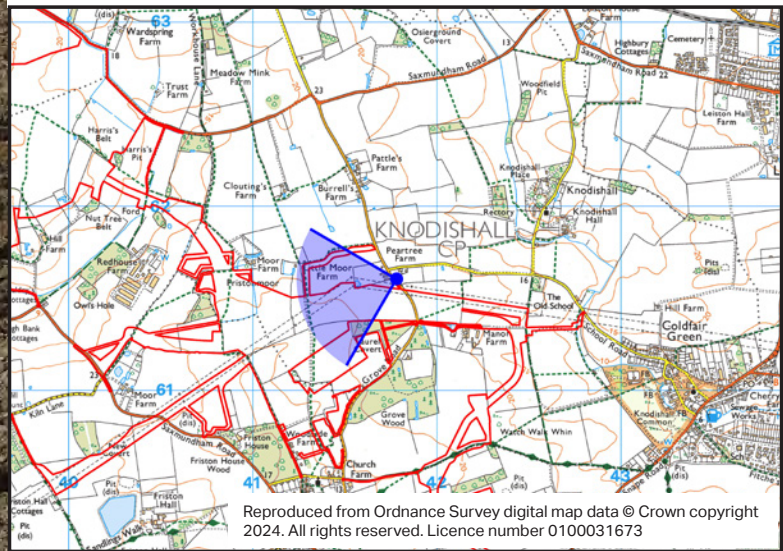
Appendix B-3 Friston Scenario 2 Visualisations (sheet 1 of 4)



**KEY:**  
 — NGET Friston Substation Limits of Deviation (visible)  
 - - NGET Friston Substation Limits of Deviation (not visible)

FRISTON SCENARIO 2 (WINTER YEAR 1)

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



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

Camera: Canon EOS 5D MkIV  
 Lens: Sigma 50mm f/1.4 DG HSM  
 Horizontal Field of View: 90°  
 Direction of View: West  
 Location: E641769 N261597

Eye level: 25.1m  
 Height of Camera: 1.6m

**Note:**  
 The photomontage shows the 3D model of NGET Friston Substation (being developed under SPR consent). The 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.

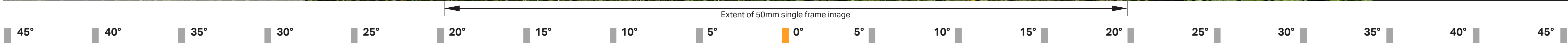
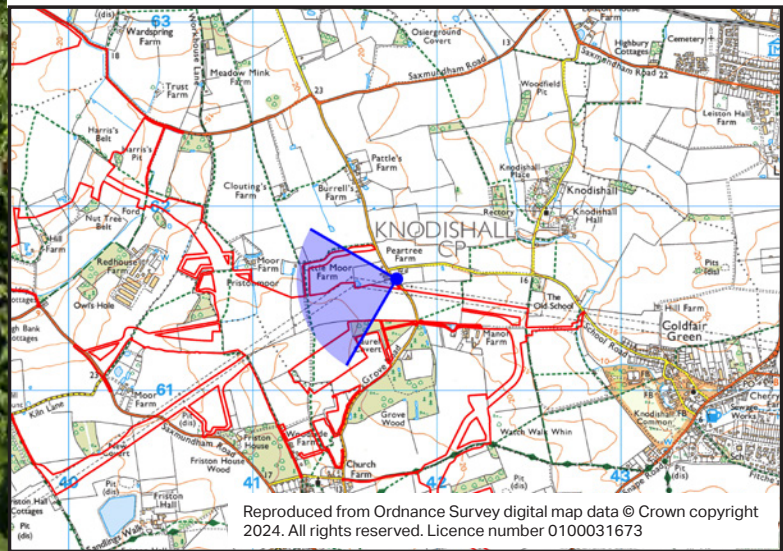
**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 7: Grove Road, north of Friston, looking west**

Appendix B-3 Friston Scenario 2 Visualisations (sheet 2 of 4)



BASELINE (SUMMER)

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



Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 14/09/2023, 08:51

Camera: Canon EOS 6D  
 Lens: Canon EF50mm f/1.8 STM  
 Horizontal Field of View: 90°  
 Direction of View: West  
 Location: E641769 N261597

Eye level: 25.1m  
 Height of Camera: 1.6m

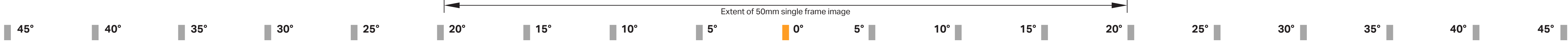
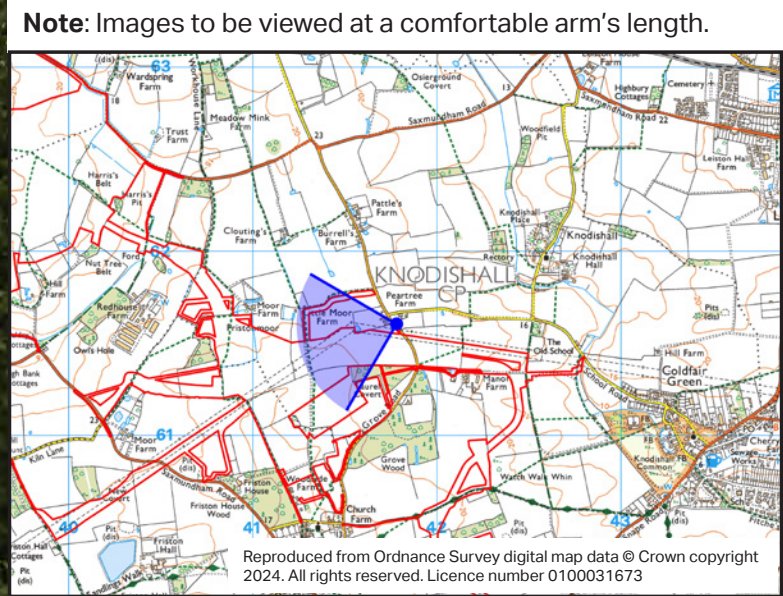
**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 7: Grove Road, north of Friston, looking west**

Appendix B-3 Friston Scenario 2 Visualisations (sheet 3 of 4)



**KEY:**  
 — NGET Friston Substation Limits of Deviation (visible)  
 - - NGET Friston Substation Limits of Deviation (not visible)

FRISTON SCENARIO 2 (SUMMER YEAR 15)



Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 14/09/2023, 08:51

Camera: Canon EOS 6D  
 Lens: Canon EF50mm f/1.8 STM  
 Horizontal Field of View: 90°  
 Direction of View: West  
 Location: E641769 N261597

Eye level: 25.1m  
 Height of Camera: 1.6m

**Note:**  
 The photomontage shows the 3D model of NGET Friston Substation (being developed under SPR consent). The 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**

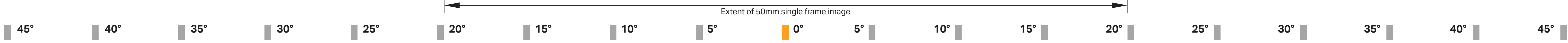
Appendix B-3 Friston Scenario 2 Visualisations (sheet 4 of 4)



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: 06/04/2024, 12:34

Camera:  
 Lens: Sigma 50mm f/1.4 DG HSM  
 Horizontal Field of View: 90°  
 Direction of View: North West  
 Location: E641641 N260508

Canon EOS 5D MkIV  
 Sigma 50mm f/1.4 DG HSM  
 Eye level: 15.7m  
 Height of Camera: 1.6m

**Sea Link Suffolk Onshore Scheme**

**Viewpoint 8 (a): Public Bridleway (Friston 260, route 2), east of Friston, looking northwest**

Appendix B-4 Friston Scenario 2 Visualisations (sheet 1 of 3)



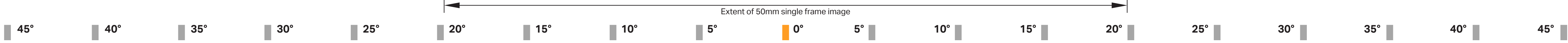
**KEY:**

- Saxmundham Converter Station Maximum Parameters (not visible)
- NGET Friston Substation Limits of Deviation (visible)
- NGET Friston Substation Limits of Deviation (not visible)

OPERATION WITH FRISTON SCENARIO 2 (WINTER YEAR 1)

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

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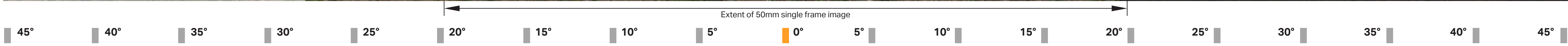
Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 06/04/2024, 12:34

Camera:  
 Lens: Canon EOS 5D MkIV  
 Horizontal Field of View: Sigma 50mm f/1.4 DG HSM  
 Direction of View: 90°  
 Location: North West  
 E641641 N260508

Eye level: 15.7m  
 Height of Camera: 1.6m

**Note:**  
 The photomontage shows the 3D model of NGET Friston Substation (being developed under SPR consent). The 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 8 (a): Public Bridleway (Friston 260, route 2), east of Friston, looking northwest**  
 Appendix B-4 Friston Scenario 2 Visualisations (sheet 2 of 3)



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Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 06/04/2024, 12:34

Camera: Canon EOS 5D MkIV  
 Lens: Sigma 50mm f/1.4 DG HSM  
 Horizontal Field of View: 90°  
 Direction of View: North West  
 Location: E641641 N260508

Eye level: 15.7m  
 Height of Camera: 1.6m

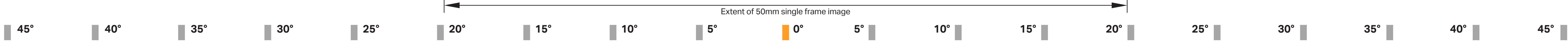
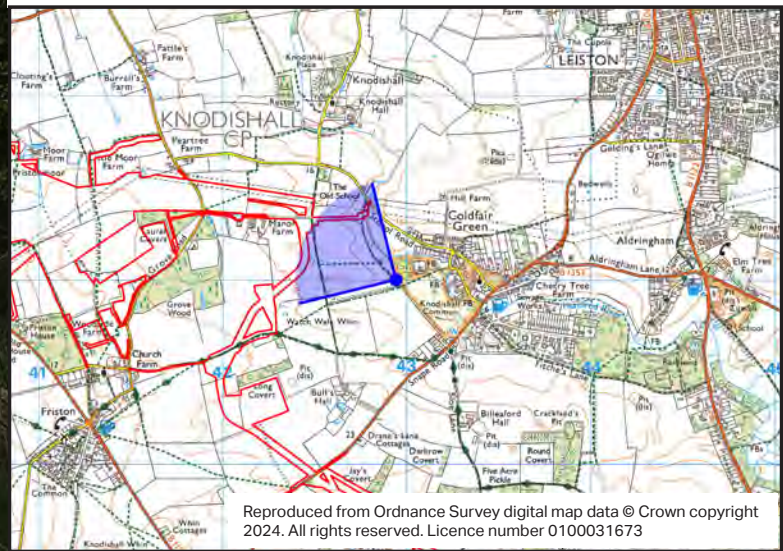
**Note:**  
 The photomontage shows the 3D model of NGET Friston Substation (being developed under SPR consent). The photomontage shows two new pylons and the removal of one pylon under Friston Scenario 2. No visualisation has been prepared for Friston Scenario 1 as no new infrastructure would be present.

**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 8 (a): Public Bridleway (Friston 260, route 2), east of Friston, looking northwest**  
 Appendix B-4 Friston Scenario 2 Visualisations (sheet 3 of 3)



BASELINE (WINTER)

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



Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 06/04/2024, 10:56

Camera: Canon EOS 5D MkIV  
 Lens: Sigma 50mm f/1.4 DG HSM  
 Horizontal Field of View: 90°  
 Direction of View: North West  
 Location: E642939 N260992

Eye level: 13.5m  
 Height of Camera: 1.6m

**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 9: Knodishall Common and public footpath (Knodishall 354, route 18), west of Knodishall, looking northwest**

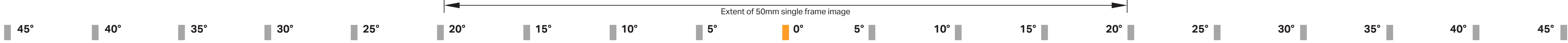
Appendix B-5 Friston Scenario 2 Visualisations (sheet 1 of 4)



KEY:

- Saxmundham Converter Station Maximum Parameters (not visible)
- NGET Friston Substation Limits of Deviation (not visible)

OPERATION WITH FRISTON SCENARIO 2 (WINTER YEAR 1)



Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 06/04/2024, 10:56

Camera: Canon EOS 5D MkIV  
 Lens: Sigma 50mm f/1.4 DG HSM  
 Horizontal Field of View: 90°  
 Direction of View: North West  
 Location: E642939 N260992

Eye level: 13.5m  
 Height of Camera: 1.6m

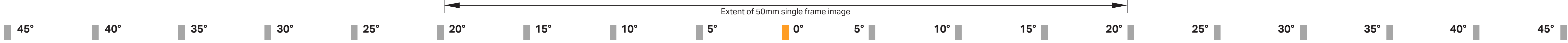
**Note:**  
 The photomontage shows two new pylons and the removal of one pylon under Friston Scenario 2. No visualisation has been prepared for Friston Scenario 1 as no new infrastructure would be present.

**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 9: Knodishall Common and public footpath (Knodishall 354, route 18), west of Knodishall, looking northwest**

Appendix B-5 Friston Scenario 2 Visualisations (sheet 2 of 4)



BASELINE (SUMMER)



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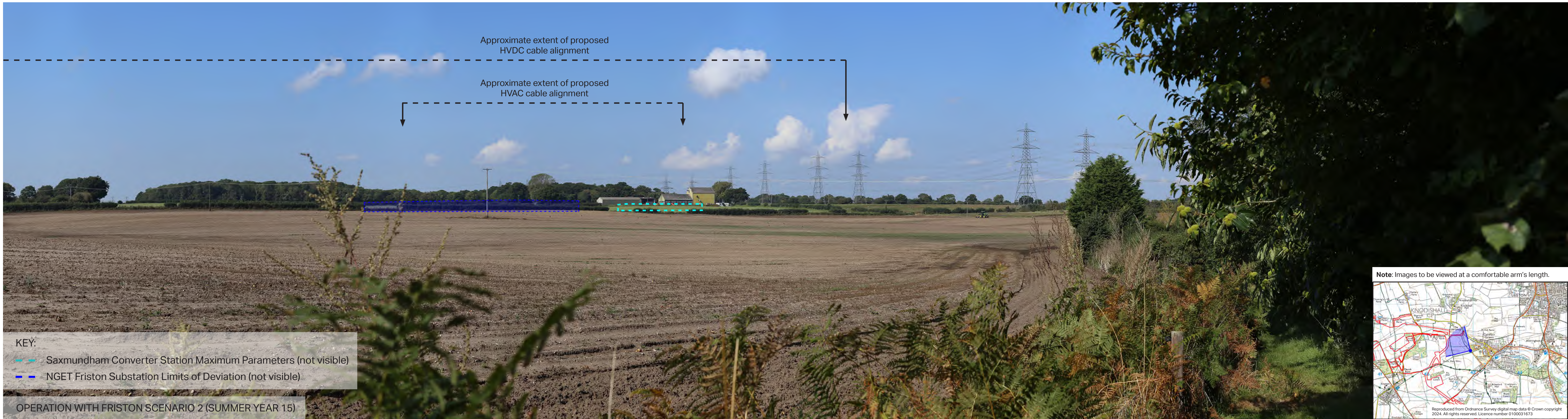
Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 15/09/2023, 10:42

Camera: Canon EOS 6D  
 Lens: Canon EF50mm f/1.8 STM  
 Horizontal Field of View: 90°  
 Direction of View: North West  
 Location: E642939 N260992

Eye level: 13.5m  
 Height of Camera: 1.6m

**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 9: Knodishall Common and public footpath (Knodishall 354, route 18), west of Knodishall, looking northwest**

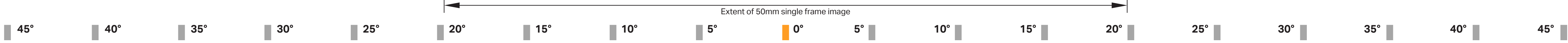
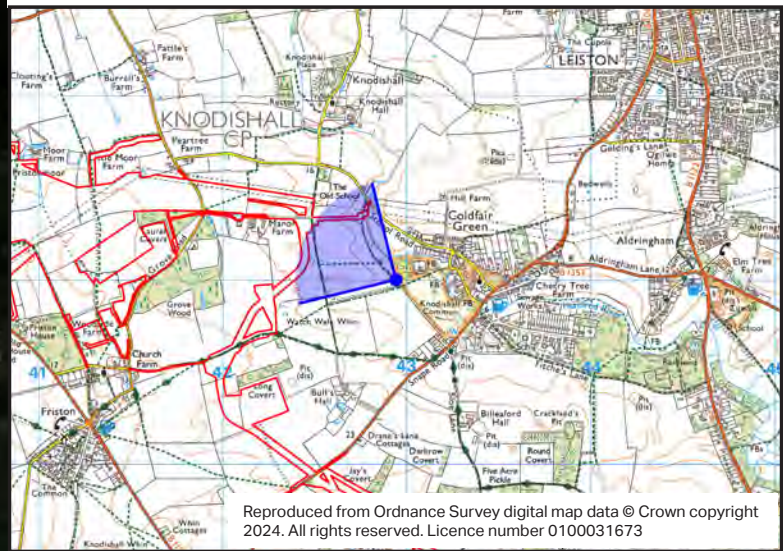
Appendix B-5 Friston Scenario 2 Visualisations (sheet 3 of 4)



**KEY:**  
 - - - Saxmundham Converter Station Maximum Parameters (not visible)  
 - - - NGET Friston Substation Limits of Deviation (not visible)

OPERATION WITH FRISTON SCENARIO 2 (SUMMER YEAR 15)

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



Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 15/09/2023, 10:42

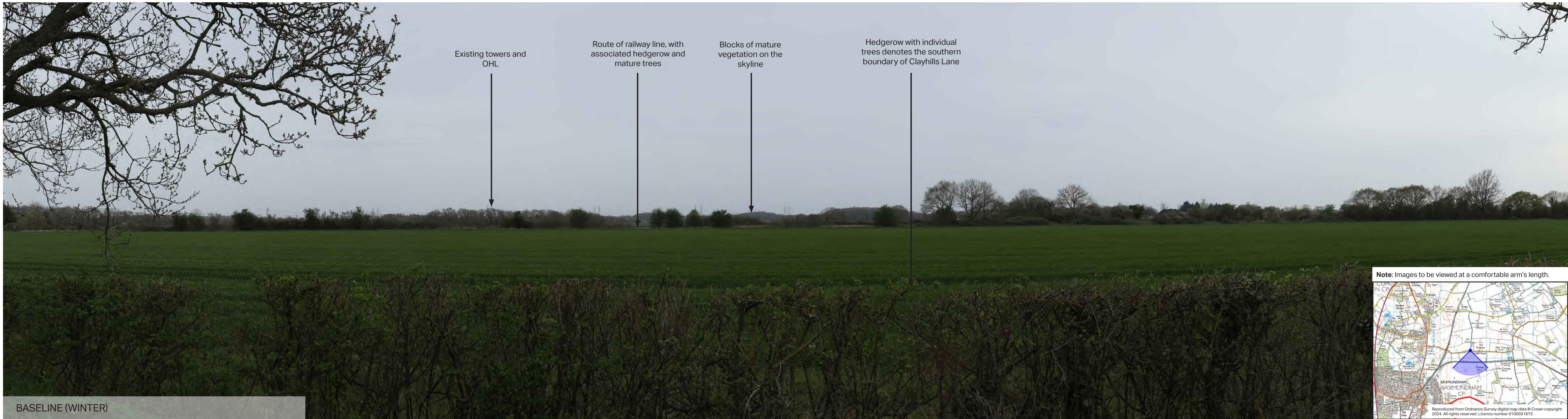
Camera: Canon EOS 6D  
 Lens: Canon EF50mm f/1.8 STM  
 Horizontal Field of View: 90°  
 Direction of View: North West  
 Location: E642939 N260992

Eye level: 13.5m  
 Height of Camera: 1.6m

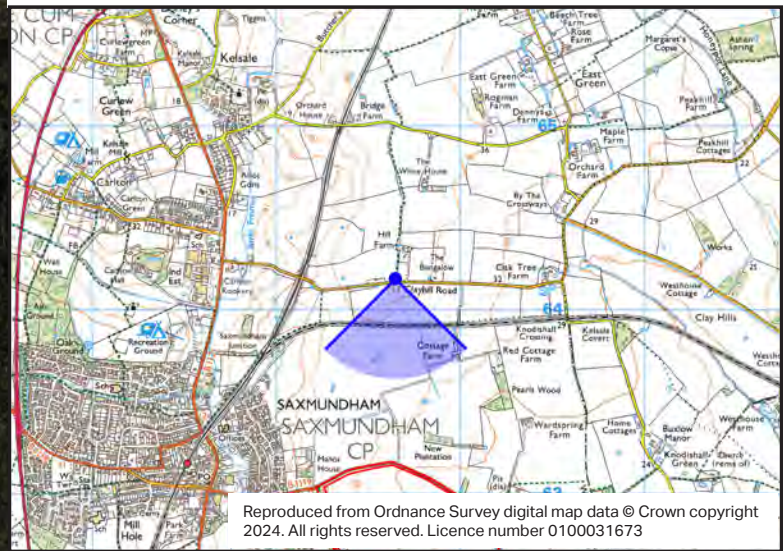
**Note:**  
 The photomontage shows two new pylons and the removal of one pylon under Friston Scenario 2. No visualisation has been prepared for Friston Scenario 1 as no new infrastructure would be present.

**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 9: Knodishall Common and public footpath (Knodishall 354, route 18), west of Knodishall, looking northwest**

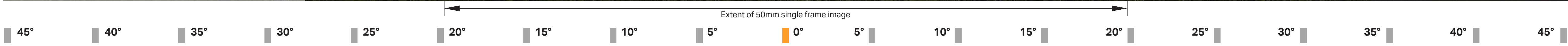
Appendix B-5 Friston Scenario 2 Visualisations (sheet 4 of 4)



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



BASELINE (WINTER)



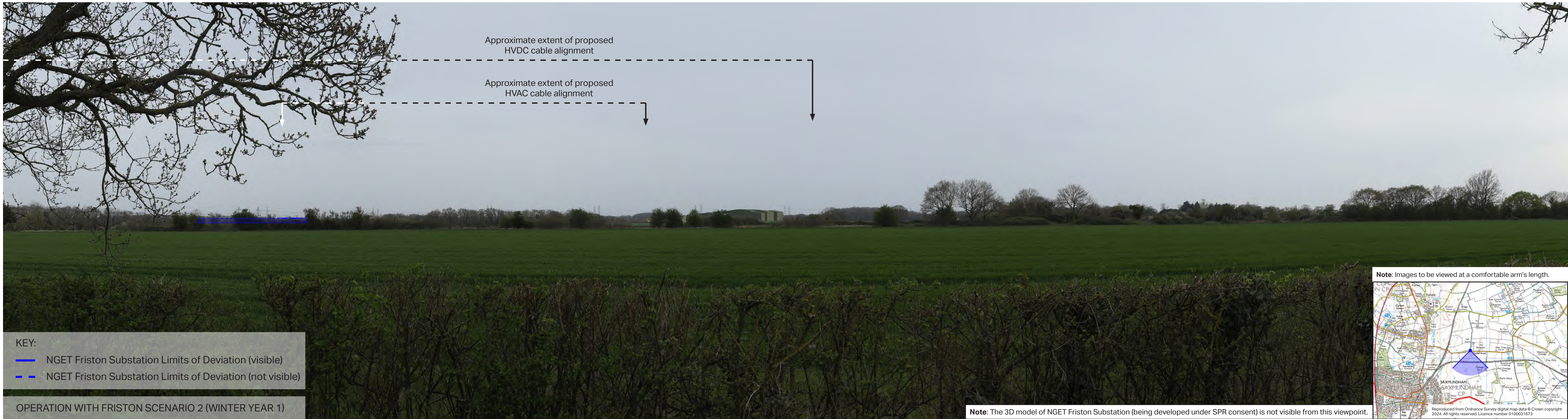
Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 06/04/2024, 15:53

Camera:  
 Lens: Canon EOS 5D MkIV  
 Horizontal Field of View: Sigma 50mm f/1.4 DG HSM  
 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**

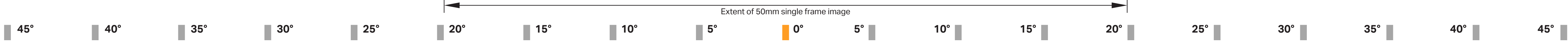
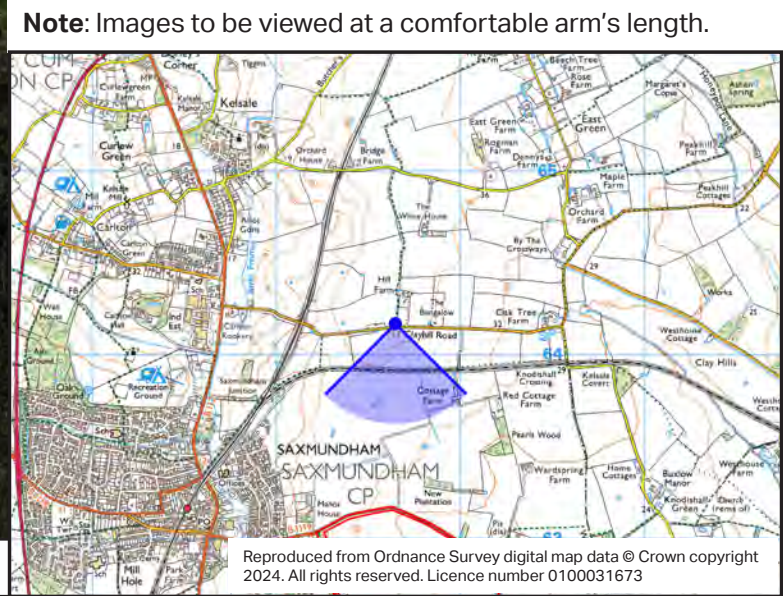
Appendix B-6 Friston Scenario 2 Visualisations (sheet 1 of 4)



KEY:  
 — NGET Friston Substation Limits of Deviation (visible)  
 - - NGET Friston Substation Limits of Deviation (not visible)

OPERATION WITH FRISTON SCENARIO 2 (WINTER YEAR 1)

Note: The 3D model of NGET Friston Substation (being developed under SPR consent) is not visible from this viewpoint.



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

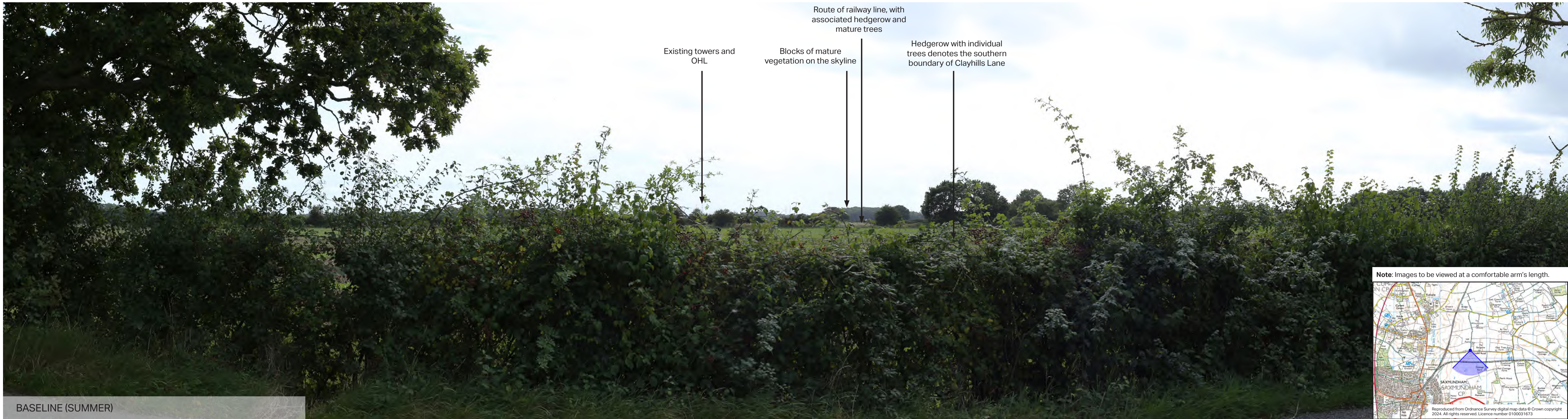
Camera: Canon EOS 5D MkIV  
 Lens: Sigma 50mm f/1.4 DG HSM  
 Horizontal Field of View: 90°  
 Direction of View: South  
 Location: E639646 N264155

Eye level: 39.3m  
 Height of Camera: 1.6m

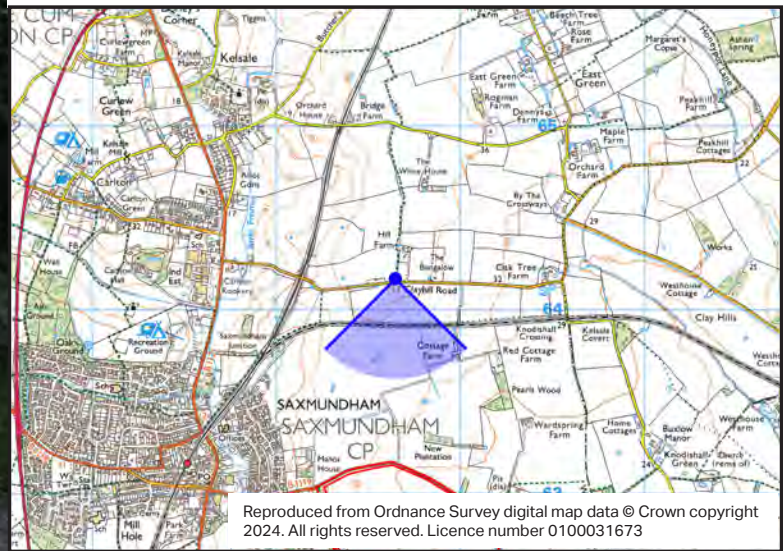
Note:  
 The photomontage assumes under Friston Scenario 2 the construction of the NGET Friston Substation and two new pylons, and the removal of one pylon. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.

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

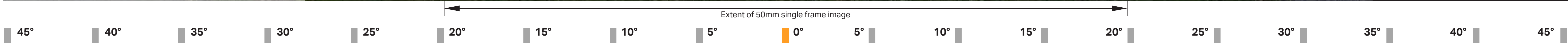
Appendix B-6 Friston Scenario 2 Visualisations (sheet 2 of 4)



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



BASELINE (SUMMER)



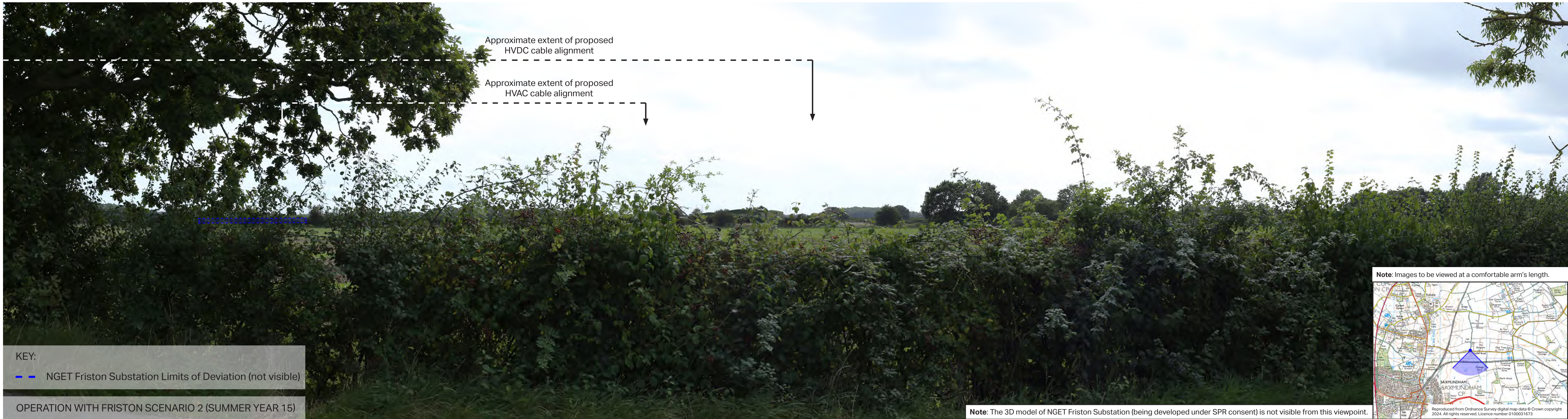
Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 13/09/2023, 14:00

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

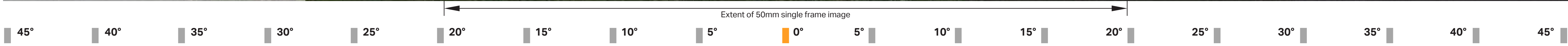
**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 15: Clayhills Road and public footpath (Kelsale-cum-Carlton, route 34), east of Carlton, looking south**

Appendix B-6 Friston Scenario 2 Visualisations (sheet 3 of 4)



KEY:  
 - - NGET Friston Substation Limits of Deviation (not visible)

OPERATION WITH FRISTON SCENARIO 2 (SUMMER YEAR 15)



**AECOM** Delivering a better world

Visualisation Type:	3	Camera:	Canon EOS 6D	Eye level:	39.3m
Projection:	Cylindrical	Lens:	Canon EF50mm f/1.8 STM	Height of Camera:	1.6m
Enlargement Factor:	96%	Horizontal Field of View:	90°		
Paper Size:	A1	Direction of View:	South		
Date / Time:	13/09/2023, 14:00	Location:	E639646 N264155		

**Note:**  
 The photomontage assumes under Friston Scenario 2 the construction of the NGET Friston Substation and two new pylons, and the removal of one pylon. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.

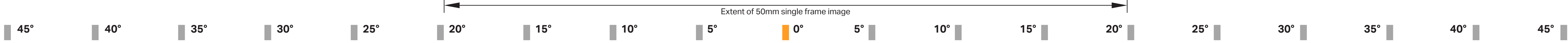
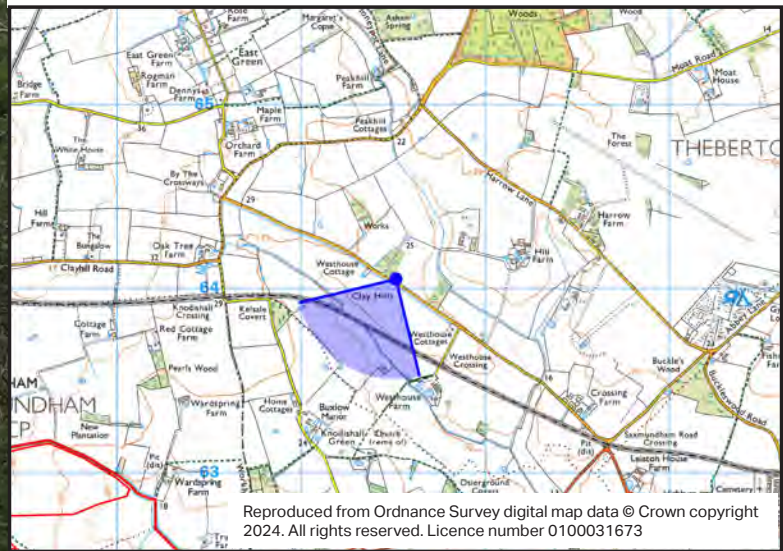
**Viewpoint 15: Clayhills Road and public footpath (Kelsale-cum-Carlton, route 34), east of Carlton, looking south**

**Sea Link Suffolk Onshore Scheme**  
 Appendix B-6 Friston Scenario 2 Visualisations (sheet 4 of 4)



BASELINE (WINTER)

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



Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 06/04/2024, 11:46

Camera:  
 Lens: Sigma 50mm f/1.4 DG HSM  
 Horizontal Field of View: 90°  
 Direction of View: South West  
 Location: E641493 N264047

Canon EOS 5D MkIV  
 Sigma 50mm f/1.4 DG HSM  
 90°  
 South West  
 E641493 N264047

Eye level: 26m  
 Height of Camera: 1.6m

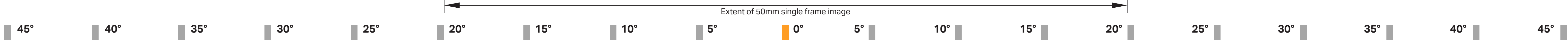
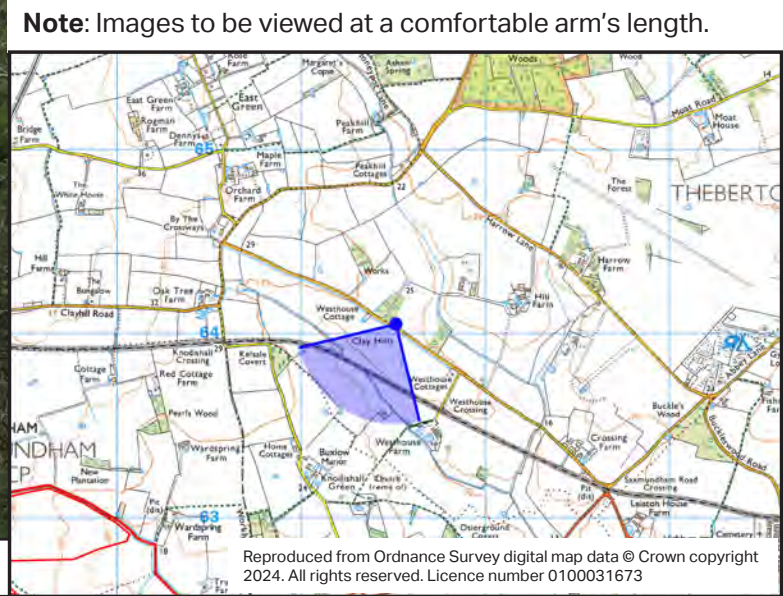
**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 16: Abbey Lane to the north of Knodishall Green, looking southwest**

Appendix B-7 Friston Scenario 2 Visualisations (sheet 1 of 4)



**KEY:**  
 — NGET Friston Substation Limits of Deviation (visible)  
 - - NGET Friston Substation Limits of Deviation (not visible)

OPERATION WITH FRISTON SCENARIO 2 (WINTER YEAR 1)



Delivering a better world  
 Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 06/04/2024, 11:46

Camera: Canon EOS 5D MkIV  
 Lens: Sigma 50mm f/1.4 DG HSM  
 Horizontal Field of View: 90°  
 Direction of View: South West  
 Location: E641493 N264047  
 Eye level: 26m  
 Height of Camera: 1.6m

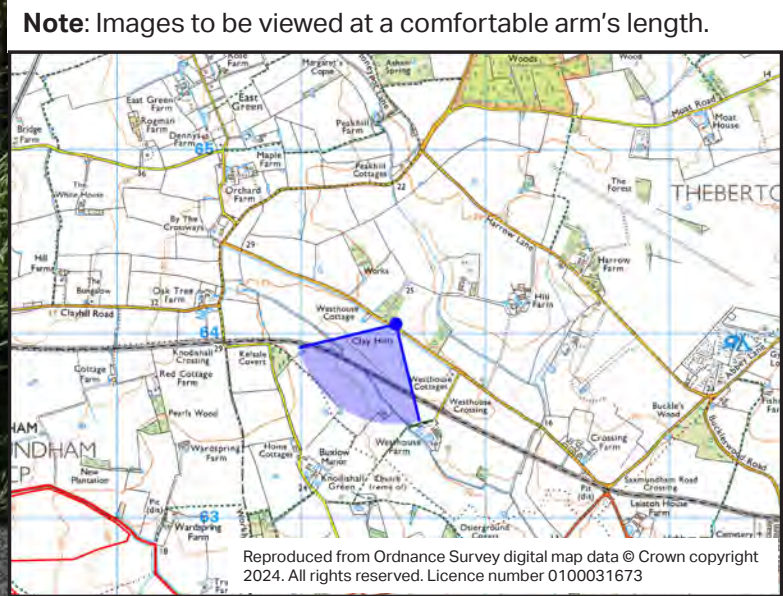
**Note:**  
 The photomontage assumes under Friston Scenario 2 the construction of the NGET Friston Substation and two new pylons, and the removal of one pylon. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.

**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 16: Abbey Lane to the north of Knodishall Green, looking southwest**

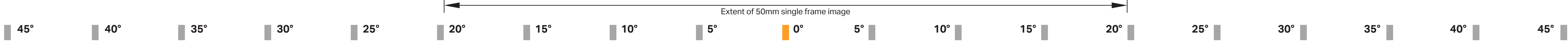
Appendix B-7 Friston Scenario 2 Visualisations (sheet 2 of 4)



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: 14/09/2023, 11:11

Camera: Canon EOS 6D  
 Lens: Canon EF50mm f/1.8 STM  
 Horizontal Field of View: 90°  
 Direction of View: South West  
 Location: E641493 N264047

Eye level: 26m  
 Height of Camera: 1.6m

**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 16: Abbey Lane to the north of Knodishall Green, looking southwest**

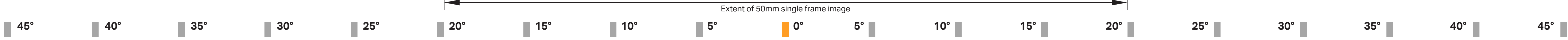
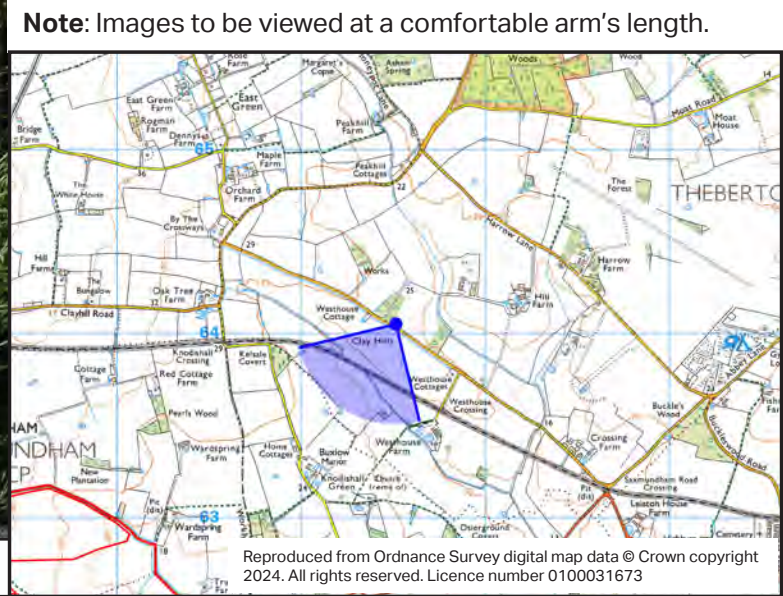
Appendix B-7 Friston Scenario 2 Visualisations (sheet 3 of 4)



**KEY:**  
 — NGET Friston Substation Limits of Deviation (visible)  
 - - NGET Friston Substation Limits of Deviation (not visible)

OPERATION WITH FRISTON SCENARIO 2 (SUMMER YEAR 15)

Note: The 3D model of NGET Friston Substation (being developed under SPR consent) is not visible from this viewpoint.



Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 14/09/2023, 11:11

Camera: Canon EOS 6D  
 Lens: Canon EF50mm f/1.8 STM  
 Horizontal Field of View: 90°  
 Direction of View: South West  
 Location: E641493 N264047

Eye level: 26m  
 Height of Camera: 1.6m

**Note:**  
 The photomontage assumes under Friston Scenario 2 the construction of the NGET Friston Substation and two new pylons, and the removal of one pylon. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.

**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 16: Abbey Lane to the north of Knodishall Green, looking southwest**

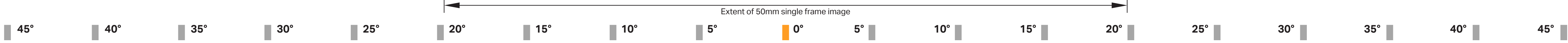
Appendix B-7 Friston Scenario 2 Visualisations (sheet 4 of 4)



BASELINE (WINTER)

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

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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  
 90°  
 North  
 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**

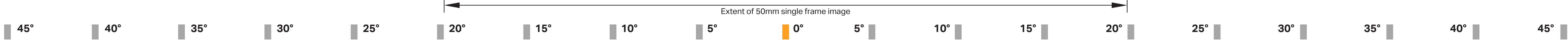
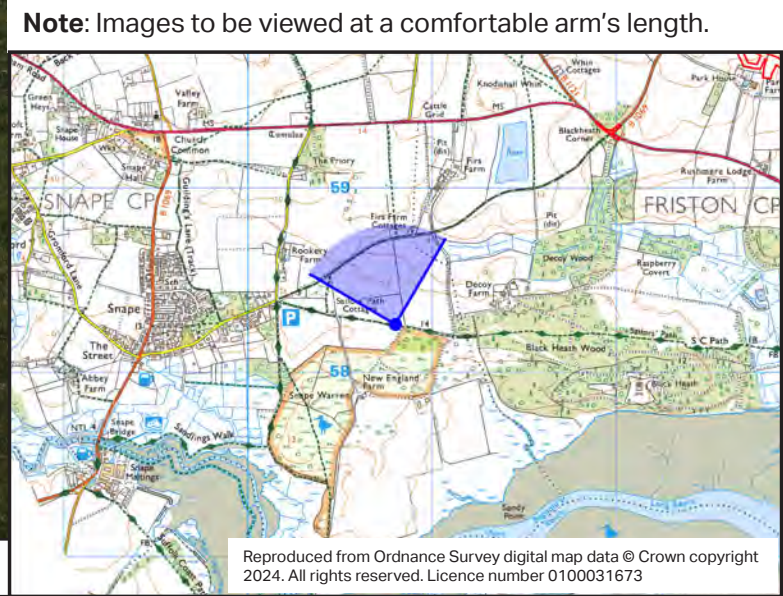
Appendix B-8 Friston Scenario 2 Visualisations (sheet 1 of 4)



**KEY:**  
 — NGET Friston Substation Limits of Deviation (visible)  
 - - NGET Friston Substation Limits of Deviation (not visible)

OPERATION WITH FRISTON SCENARIO 2 (WINTER YEAR 1)

**Note:** The 3D model of NGET Friston Substation (being developed under SPR consent) is not visible from this viewpoint.



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

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

Eye level: 14.7m  
 Height of Camera: 1.6m

**Note:**  
 The photomontage assumes under Friston Scenario 2 the construction of the NGET Friston Substation and two new pylons, and the removal of one pylon. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.

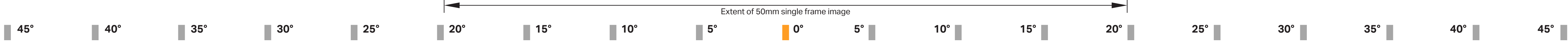
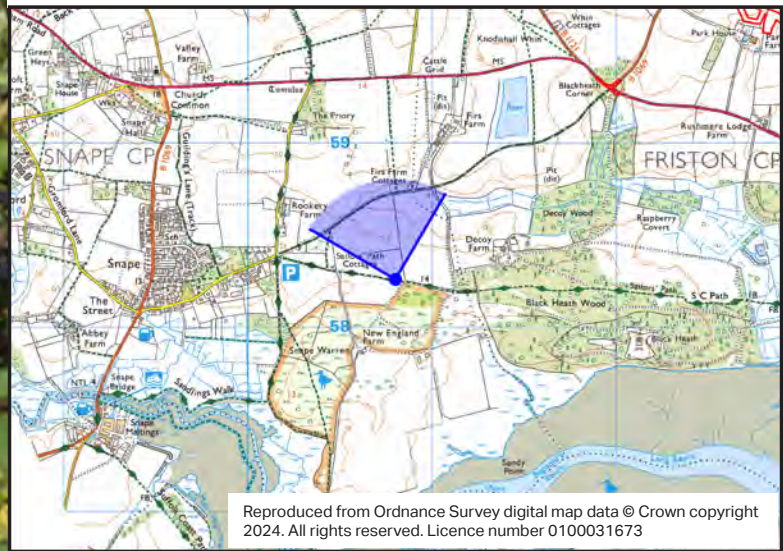
**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 18: Suffolk Coast Path recreational route, east of Snape, looking north**

Appendix B-8 Friston Scenario 2 Visualisations (sheet 2 of 4)



BASELINE (SUMMER)

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



Delivering a better world  
 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**

Appendix B-8 Friston Scenario 2 Visualisations (sheet 3 of 4)



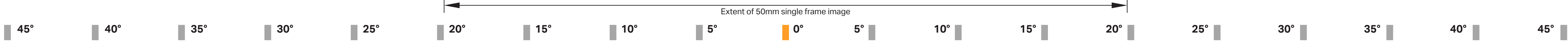
KEY:  
 — NGET Friston Substation Limits of Deviation (visible)  
 - - NGET Friston Substation Limits of Deviation (not visible)

OPERATION WITH FRISTON SCENARIO 2 (SUMMER YEAR 15)

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

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Note: The 3D model of NGET Friston Substation (being developed under SPR consent) is not visible from this viewpoint.



Delivering a better world

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

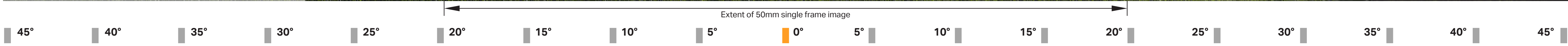
Eye level: 14.7m  
 Height of Camera: 1.6m

Note:  
 The photomontage assumes under Friston Scenario 2 the construction of the NGET Friston Substation and two new pylons, and the removal of one pylon. The Sea Link Converter Station reflects the illustrative models presented in REP1-296.

**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 18: Suffolk Coast Path recreational route, east of Snape, looking north**  
 Appendix B-8 Friston Scenario 2 Visualisations (sheet 4 of 4)



BASELINE (WINTER)



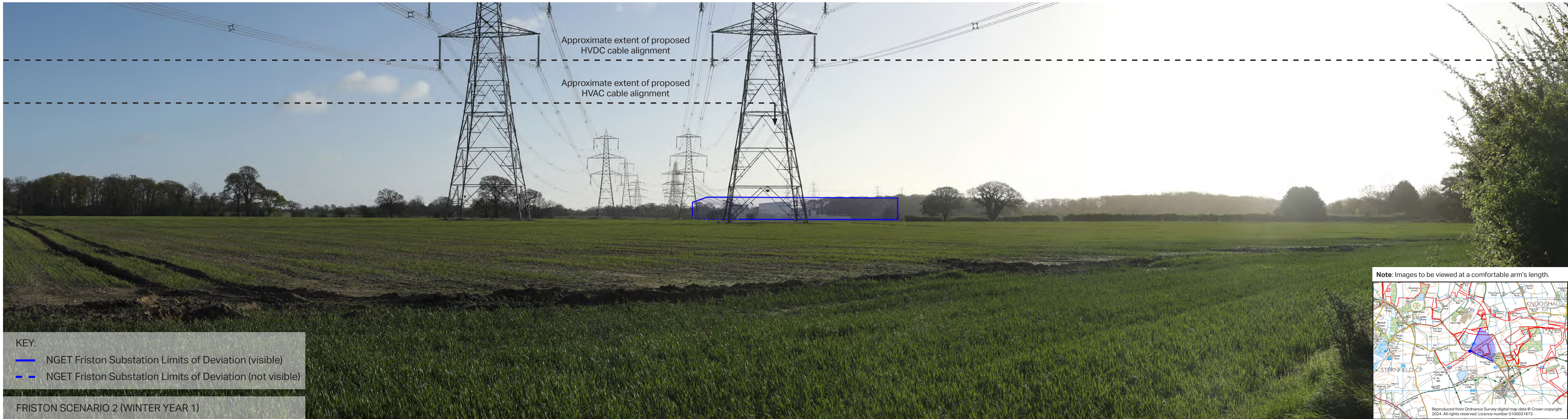
Delivering a better world  
 Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 07/04/2024, 07:03

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

Eye level: 22.6m  
 Height of Camera: 1.6m

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

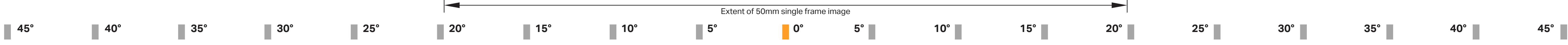
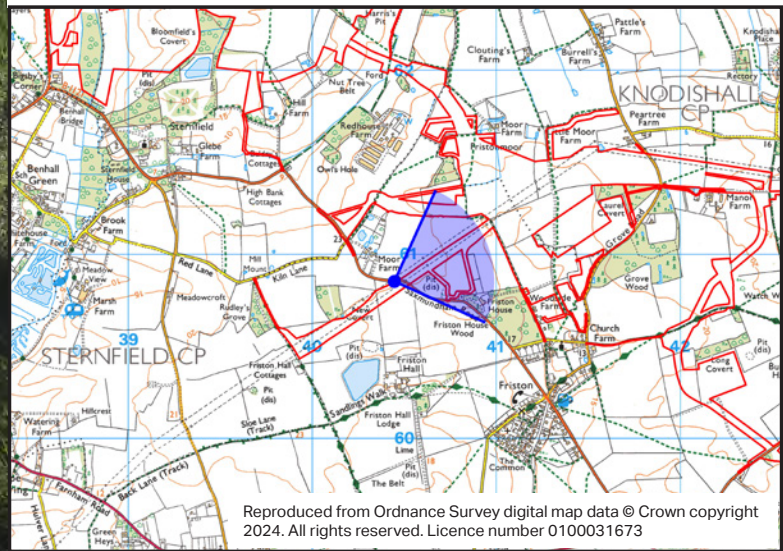
Appendix B-9 Friston Scenario 2 Visualisations (sheet 1 of 4)



KEY:  
 — NGET Friston Substation Limits of Deviation (visible)  
 - - NGET Friston Substation Limits of Deviation (not visible)

FRISTON SCENARIO 2 (WINTER YEAR 1)

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



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  
 Eye level: 22.6m  
 Height of Camera: 1.6m

Note:  
 The photomontage shows the 3D model of NGET Friston Substation (being developed under SPR consent). The 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.

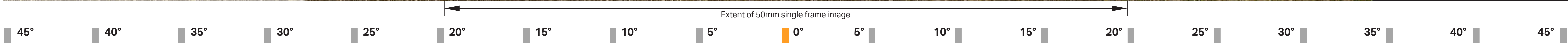
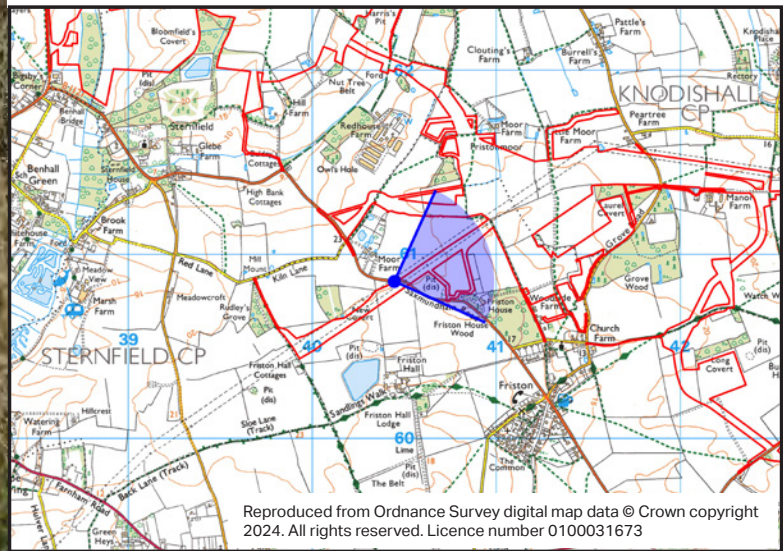
**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 22: Saxmundham Road (B1121), northwest of Friston, looking northeast**

Appendix B-9 Friston Scenario 2 Visualisations (sheet 2 of 4)



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: 30/07/2024, 10:55

Camera:  
 Lens: Canon EOS 5D MkIV  
 Horizontal Field of View: Sigma 50mm f/1.4 DG HSM  
 Direction of View: 90°  
 Location: 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**  
 Appendix B-9 Friston Scenario 2 Visualisations (sheet 3 of 4)



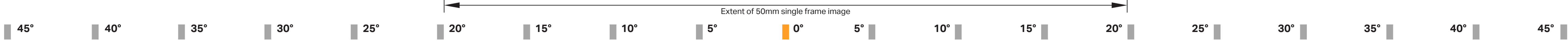
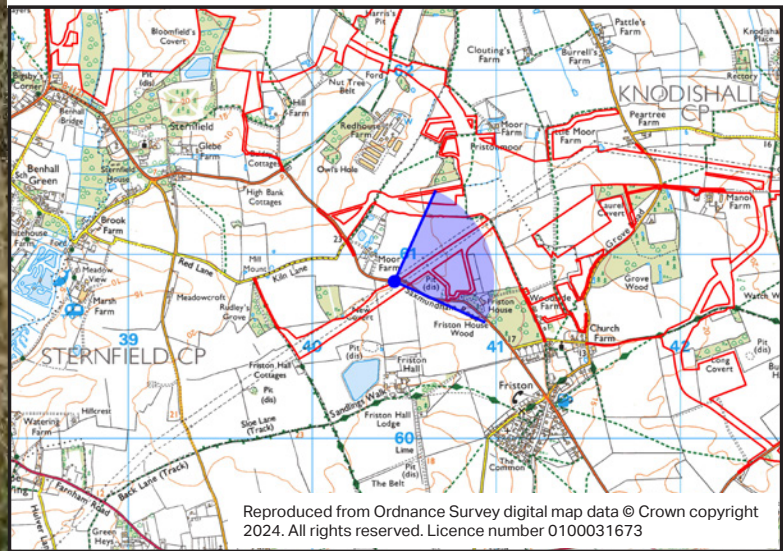
Approximate extent of proposed HVDC cable alignment

Approximate extent of proposed HVAC cable alignment

**KEY:**  
 — NGET Friston Substation Limits of Deviation (visible)  
 - - NGET Friston Substation Limits of Deviation (not visible)

FRISTON SCENARIO 2 (SUMMER YEAR 15)

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



Delivering a better world  
 Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 30/07/2024, 10:55

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

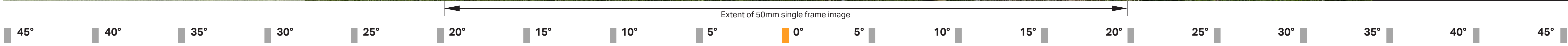
**Note:**  
 The photomontage shows the 3D model of NGET Friston Substation (being developed under SPR consent). The photomontage shows two new pylons and the removal of one pylon under Friston Scenario 2. No visualisation has been prepared for Friston Scenario 1 as no new infrastructure would be present.

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

Appendix B-9 Friston Scenario 2 Visualisations (sheet 4 of 4)



BASELINE (WINTER)



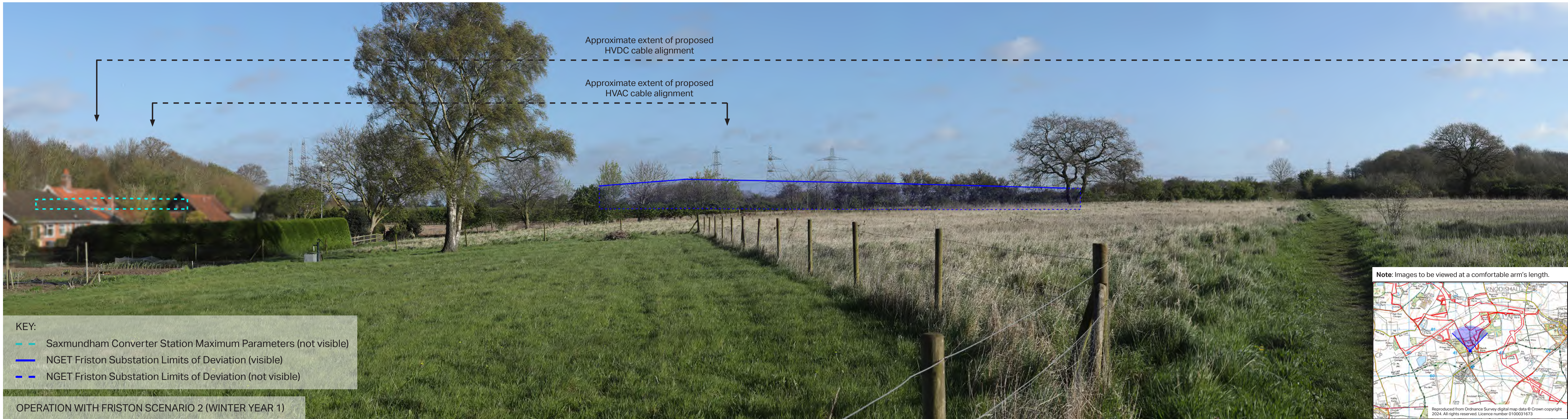
**AECOM** Delivering a better world

Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 07/04/2024, 07:50

Camera: Canon EOS 5D MkIV  
 Lens: Sigma 50mm f/1.4 DG HSM  
 Horizontal Field of View: 90°  
 Direction of View: North  
 Location: E641315 N260539

Eye level: 14.5m  
 Height of Camera: 1.6m

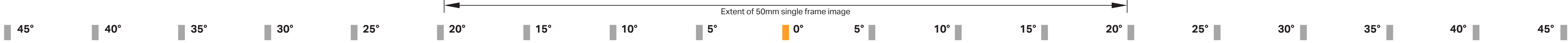
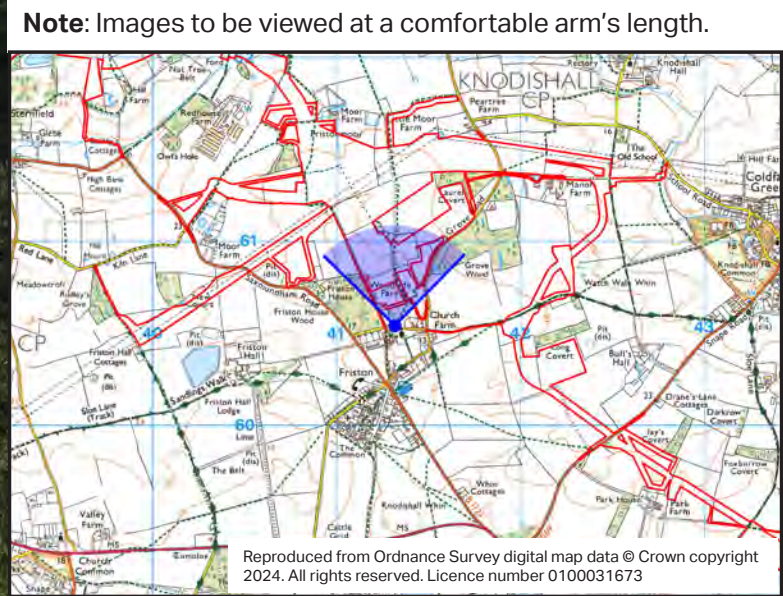
**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 23: Church Road, Friston, looking north**  
 Appendix B-10 Friston Scenario 2 Visualisations (sheet 1 of 4)



**KEY:**

- - - Saxmundham Converter Station Maximum Parameters (not visible)
- NGET Friston Substation Limits of Deviation (visible)
- - - NGET Friston Substation Limits of Deviation (not visible)

OPERATION WITH FRISTON SCENARIO 2 (WINTER YEAR 1)



Delivering a better world

Visualisation Type:	3	Camera:	Canon EOS 5D MkIV	Eye level:	14.5m
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:	North		
Date / Time:	07/04/2024, 07:50	Location:	E641315 N260539		

**Note:**  
The photomontage shows the 3D model of NGET Friston Substation (being developed under SPR consent). The 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 23: Church Road, Friston, looking north**  
Appendix B-10 Friston Scenario 2 Visualisations (sheet 2 of 4)



Residential properties within Friston

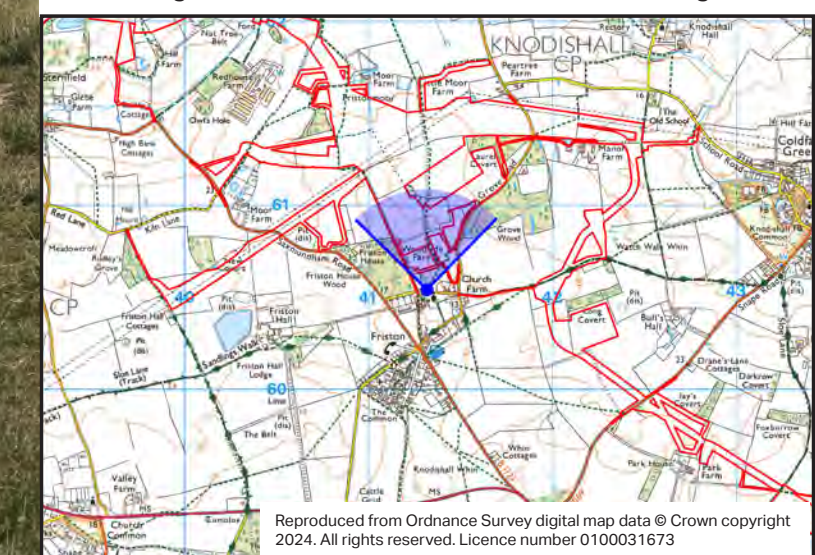
Existing towers and OHL

Route of public footpath (Friston 260, route 7)

Mature vegetation within Grove Wood

BASELINE (SUMMER)

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



Extent of 50mm single frame image



**AECOM** Delivering a better world

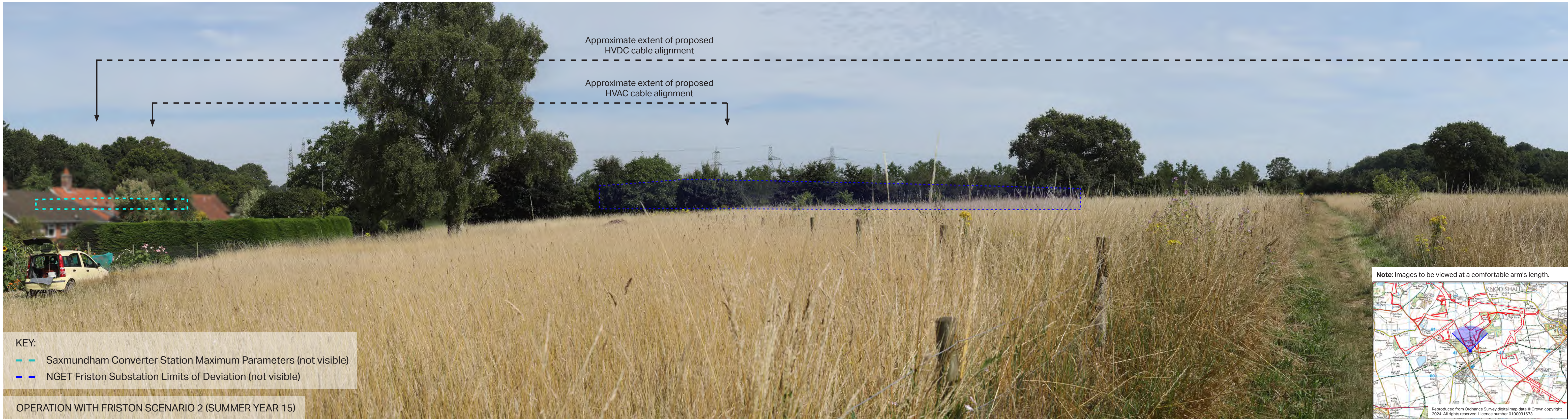
Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 30/07/2024, 10:36

Camera: Canon EOS 5D MkIV  
 Lens: Sigma 50mm f/1.4 DG HSM  
 Horizontal Field of View: 90°  
 Direction of View: North  
 Location: E641315 N260539

Eye level: 14.5m  
 Height of Camera: 1.6m

**Sea Link Suffolk Onshore Scheme**  
**Viewpoint 23: Church Road, Friston, looking north**

Appendix B-10 Friston Scenario 2 Visualisations (sheet 3 of 4)

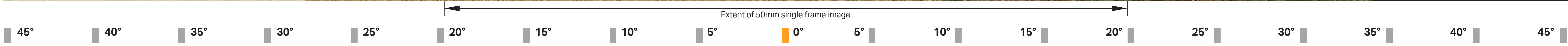
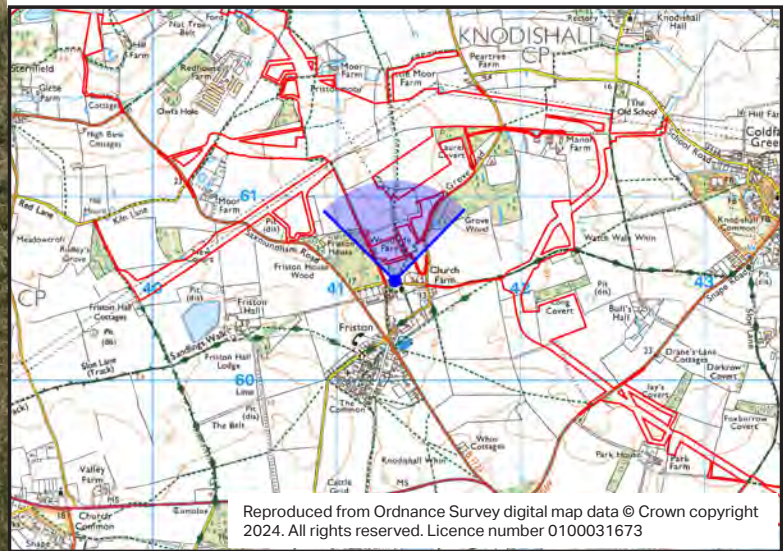


KEY:

- Saxmundham Converter Station Maximum Parameters (not visible)
- NGET Friston Substation Limits of Deviation (not visible)

OPERATION WITH FRISTON SCENARIO 2 (SUMMER YEAR 15)

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



Visualisation Type: 3  
 Projection: Cylindrical  
 Enlargement Factor: 96%  
 Paper Size: A1  
 Date / Time: 30/07/2024, 10:36

Camera: Canon EOS 5D MkIV  
 Lens: Sigma 50mm f/1.4 DG HSM  
 Horizontal Field of View: 90°  
 Direction of View: North  
 Location: E641315 N260539  
 Eye level: 14.5m  
 Height of Camera: 1.6m

Note:  
 The photomontage shows the 3D model of NGET Friston Substation (being developed under SPR consent). The 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 23: Church Road, Friston, looking north**  
 Appendix B-10 Friston Scenario 2 Visualisations (sheet 4 of 4)

# Appendix C LionLink Updates – Review of Cumulative Assessments

## C.1 Introduction

- c.1.1 At the time the application version of **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effect [APP-060]** was prepared there was little information available about the National Grid Ventures (NGV) proposed LionLink project. The information available was limited to the documents published on the LionLink webpage, which included information to support non-statutory consultation exercise undertaken in September 2023, a Scoping Report published in March 2024 and a Scoping Opinion provided by the Planning Inspectorate, on behalf of the Secretary of State, which was published in April 2024.
- c.1.2 The documents that were available at the time provided high level information about the project but lacked quantified information about the project and its potential environmental effects, which is typical for projects in the early stages of the pre-application period. As such, the assessment of inter-project cumulative effects with LionLink was undertaken based upon reasonable assumptions about the project which included assumptions about the traffic numbers, construction traffic routes, and the dimensions and location of infrastructure.
- c.1.3 Other application documents that included an element of inter-project cumulative effects assessment include **Application Document 6.6 (G) Habitats Regulations Assessment Report** submitted at Deadline 5, **Application Document 6.9 Water Framework Directive Assessment [APP-293]** and **Application Document 6.11 Marine Conservation Zone Assessment** submitted at Deadline 5.
- c.1.4 On Tuesday 13 January 2026 NGV launched a statutory consultation exercise for the LionLink project. The information provided in support of this statutory consultation included a preliminary environmental information report (PEIR) which included a more detailed project description and preliminary information about the potential environmental effects and proposed mitigation for the project. In addition, NGV provided the Applicant with a 3D model of their proposed converter station, providing greater certainty about its location and dimensions.
- c.1.5 The Applicant has compared the new information to the information and assumptions used in the original assessment of potential inter-project effects to understand whether the original assessment findings would be likely to be different. The results of this exercise are included in Appendix Table C.1.

**Appendix Table C.1 Comparison of LionLink Assumptions Against New Information**

Topic	Previously reported effects on shared receptors from LionLink, including original assumptions	Newly reported effects on shared receptors from LionLink, including new assumptions	Comparison of any differences	Is there any change to the original conclusions?
Landscape and Visual	<p>The LionLink Offshore Interconnector development was not progressed as far as the Suffolk Onshore Scheme but was considered likely to have direct effects on LCA L1: Heveningham and Knodishall Estate Claylands, LCA B4: Fromus Valley, LCA K3: Aldringham and Friston Sandlands, and shared visual receptors, including those with direct effects.</p> <p>Potential for direct effect on Suffolk Coast and Heaths AONB and Suffolk Heritage Coast.</p>	<p>The LionLink PEIR concludes that there would be the following effects on shared receptors:</p> <p>Significant effects at construction and operation on LCA L1 Heveningham and Knodishall Estate Claylands.</p> <p>Significant effects at construction only on LCA K3: Aldringham and Friston Sandlands.</p> <p>Significant effects at construction only on LCA B4: Fromus Valley.</p> <p>Significant and not significant effects at all project phases on shared visual receptors including LionLink viewpoints 1,2,4,6,9,10,15,16,18,20,21,23,26,27,77.</p> <p>Direct and significant effects on the Suffolk &amp; Essex Coast &amp; Heaths National Landscape during construction which become not significant during operation.</p>	<p>The updated LionLink information available at PEIR confirms the original assumptions that were made in the inter-project cumulative landscape and visual assessment.</p> <p>Whilst the LionLink PEIR considers that there would be significant construction effects on LCA B4:Fromus Valley, due to the construction of the Fromus Bridge crossing and access road, the Sea Link ('Proposed Project') cumulative assessment determined that there would not be significant cumulative effects on LCA B4:Fromus Valley as the assumption for the Proposed Project cumulative assessment was that the Fromus Bridge crossing would be constructed under the Proposed Project development consent order and would not therefore result in additional cumulative construction effects with LionLink.</p> <p>The 'amendments to Kiln Lane substation' scenario presented in the LionLink PEIR are not considered to result in potentially significant cumulative effects on LCA K3: Aldringham and Friston Sandlands due to the limited nature of the works and associated indirect effects on the LCA. This is consistent with the original Proposed Project cumulative assessment, which considered that there would be no potentially significant cumulative effects at construction or operation on LCA K3.</p>	<p><b>No.</b> The original assessment conclusions, which identified potential significant cumulative effects on landscape character and visual amenity at all project stages, remain unchanged.</p> <p>The additional cumulative visualisations presented in <b>Application Document 9.90 (A) Applicant's Response to Action Points from Compulsory Acquisition Hearing 1 (CAH1) and Issue Specific Hearing 2 (ISH2) [REP4-086]</b> from the Proposed Project representative viewpoints 1,2,4,5,15,18 and 21 show the combination of the Saxmundham Converter Station and LionLink Converter Station and from viewpoints 6a,7 and 22 they show the Proposed Project's Friston Scenario 2 and LionLink extension at Kiln Lane substation. These do not change the findings presented in the landscape and visual inter-project CEA.</p>
Ecology and Biodiversity	<p>It was assumed in the original assessment that there could potentially be disturbance of Sandlings SPA or loss of functionally linked land for Sandlings SPA from LionLink. It was considered that while there is no space for works to occur simultaneously in the same location, they could occur sequentially.</p> <p>It was also considered that there could be disruption of bat commuting and other</p>	<p>The latest information confirms there is no interaction between LionLink and Sandlings SPA. There will be an interaction with Minsmere-Walberswick Heaths &amp; Marshes SAC/Minsmere SPA but this would be approximately 15 km from the Proposed Project at its closest.</p> <p>Where the same infrastructure (e.g. Fromus Bridge) is shown in the Lion Link PEIR, it will be delivered either by the</p>	<p>There would be a reduction in the potential for cumulative effects on SPAs, as LionLink will not directly interact with Sandlings SPA whereas it had been originally assumed there could be direct interaction. There would also be a reduced likelihood of potential cumulative effects on functionally-linked land associated with Sandlings SPA, as the LionLink scheme is west of the fields outside the SPA that</p>	<p><b>No.</b> Since there is less interaction between LionLink and Sandlings SPA than was originally assumed, the original assessment can now be considered precautionary, with the effect now unlikely to occur. The other conclusions are unchanged.</p>

Topic	Previously reported effects on shared receptors from LionLink, including original assumptions	Newly reported effects on shared receptors from LionLink, including new assumptions	Comparison of any differences	Is there any change to the original conclusions?
	<p>wildlife connectivity through breaks in hedgerows.</p> <p>Lastly it was assumed there could be short to medium-term habitat loss through removal of grassland, woodland and hedgerow habitat for temporary construction and permanent gaps in hedgerows for permanent access.</p>	<p>Proposed Project or LionLink, depending on which project is consented first. As such there will be no duplication of effects.</p>	<p>have suitable substrate for nesting woodlark.</p>	
Cultural Heritage	<p>It was considered that there would be no cumulative effects to heritage assets with LionLink.</p>	<p>It remains the Applicants view that that there would be no cumulative effects to heritage assets.</p>	<p>There is no difference between the original assumptions and the updated information available for LionLink.</p>	<p><b>No.</b> The original assessment conclusions are unchanged. However, in response to ISH2 Action Point 53 an additional scenario has now been assessed, which assumes as the Suffolk Onshore Scheme is built in the absence of EAN1/EA2. This new assessment, presented in <b>Applicant’s Response to January Hearing Action Points from CAH1 and ISH2 [REP4-086]</b>, has resulted in effects being identified to assets in Friston. Due to these potential effects being identified, an updated cumulative assessment on these assets in relation to Lion Link was also provided in response to Action Point 55 which is presented in <b>Applicant’s Response to January Hearing Action Points from CAH1 and ISH2 [REP4-086]</b>. However, no cumulative effects were identified with LionLink.</p>
Water Environment	<p>The assessment assumed that likely significant effects on shared receptors (River Fromus and the Hundred River) would be avoided through implementation of good practice measures, embedded design measures and through compliance with the conditions of any secondary consents, for example Flood Risk Activity Permits.</p>	<p>These assumptions remain valid following review of the Lion Link PEIR. The PEIR reports no likely significant residual effects on shared receptors and describes all of the embedded and good practice measures that would be expected to be applied to safeguard water environment receptors, manage surface water drainage, and prevent increases in flood risk.</p>	<p>There is no difference between the original assumptions and the updated information available for LionLink.</p>	<p><b>No.</b> The original conclusions remain unchanged.</p>
Geology and Hydrogeology	<p>Cumulative effects on shared receptors is not expected assuming implementation of the embedded, control and management measures for each separate project.</p>	<p>Cumulative effects on shared receptors is not expected assuming implementation of the embedded, control and management measures for each separate project.</p>	<p>No significant difference. Neither project has identified the potential for significant effects.</p>	<p><b>No.</b> The original conclusions remain unchanged.</p>
Agriculture and Soils	<p>Cumulative effects on shared receptors were not anticipated at Stage 1 (based on information available at that stage)</p>	<p>Cumulative effects are considered likely due to the proximity of the detailed proposals and the potential for LionLink to require 384ha of best and most versatile (BMV) land on a temporary basis and approximately 23ha of agricultural land</p>	<p>Potential for combined temporary and permanent loss of agricultural land, including BMV land, disturbance to soils and disruption to agricultural activities. Total temporary effects on 663 ha of agricultural land and total permanent loss</p>	<p><b>Yes</b> - Cumulative effect identified with LionLink <b>No</b> – Total cumulative effect with all projects</p>

Topic	Previously reported effects on shared receptors from LionLink, including original assumptions	Newly reported effects on shared receptors from LionLink, including new assumptions	Comparison of any differences	Is there any change to the original conclusions?
Traffic and Transport	<p>The original assessment made assumptions based largely on the information used to assess the Proposed Project alone, given the similarity between the projects. See Table 13.31 Traffic and Transport CEA of <b>Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects [APP-060]</b> and Section 5 of <b>Application Document 9.26 Traffic &amp; Transport Cumulative Assessment (Suffolk) [REP1-110]</b>.</p>	<p>(likely BMV land) being required permanently.</p> <p>The assessment of likely significant effects on Traffic and Transport provided within the LionLink PEIR (LLK1-ARU-REP-ENV-000017) is qualitative and does not include a quantitative assessment. Only a Transport Assessment Scoping Report (Appendix 17.1), rather than a full Transport Assessment has been produced. The quantitative assessment will be set out within the subsequent Environmental Statement (ES) when the required data to inform the assessment has been fully captured.</p> <p>Therefore, no updated information is available at this time.</p>	<p>of agricultural land (likely to be BMV) is 34.45 ha.</p> <p>Although the effects with LionLink are new, the “total effects” on agricultural land as a result of all cumulative projects considered together, remains as originally reported i.e. significant.</p>	<p><b>No.</b> The original conclusions remain unchanged.</p>
Air Quality	<p>No significant cumulative effects were predicted.</p> <p>See Table 13.23 of <b>Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects [APP-060]</b> and Section 2 of <b>Document 9.50: Cumulative Vehicle Emissions Assessment [REP1-123]</b>.</p>	<p>The preliminary air quality assessment within the LionLink PEIR (LLK1-ARU-REP-ENV-000007) has concluded that residual effects for construction dust and the use of generators and NRMM during construction and decommissioning, would be not significant.</p> <p>There is limited data provided for construction traffic and onsite combustion plant for the operational phase; air quality impacts for these elements will be reviewed and assessed during the ES stage.</p>	<p>Preliminary control measures are set out in LionLink Appendix 2.1 Outline Onshore Code of Construction Practice (LLK1-ARU-REP-ENV-000004_AP2.1) which will manage the effects of construction. The PEIR information predicts there will be no significant effects as a result of construction dust and the use of generators and NRMM during construction and decommissioning associated with the LionLink project.</p> <p>The peak construction year for LionLink is anticipated to be 2030. As such, the peak construction periods for LionLink and the Proposed Project are not predicted to coincide. The cumulative vehicle emissions assessment undertaken for the Proposed Project (<b>Application Document 9.50: Cumulative Vehicle Emissions Assessment [REP1-123]</b>) was undertaken on the basis that the peak construction years would coincide, as a worst case.</p> <p>There would be a back up generator at the proposed Converter Station and at Kiln</p>	<p><b>No.</b> The original conclusions remain unchanged.</p>

Topic	Previously reported effects on shared receptors from LionLink, including original assumptions	Newly reported effects on shared receptors from LionLink, including new assumptions	Comparison of any differences	Is there any change to the original conclusions?
Noise and Vibration	<p><b>Construction Phase:</b></p> <p>Based on being a similar project, negligible to minor effects were expected at all NSR where Best Practicable Means (BPM) were assumed to be applied to reduce impacts.</p> <p><b>Operational Phase:</b></p> <p>Negligible to minor effects were predicted at all NSR where suitable mitigation measures are incorporated in the design</p>	<p><b>Construction Phase:</b></p> <p>Construction noise and vibration is assessed as causing negligible to minor effects at all NSR where BPM are applied to reduce impacts. The exception is night-time works associated with construction of the LionLink landfall, where potential significant adverse effects are identified for without mitigation. Further mitigation measures are proposed to be identified in the LionLink ES. However, the LionLink landfall is now proposed to be approximately 16 km to the north of the Proposed Project. As such, there are no cumulative effects due to this activity.</p> <p><b>Operational Phase:</b></p> <p>Negligible to minor effects are predicted at all NSR where suitable mitigation measures are incorporated in the design.</p>	<p>Lane (Friston) Substation. The proposed LionLink Converter Station is in close proximity to the proposed Saxmundham Converter Station. However, there are no human receptors within 200 m or ecological receptors within 500 m of the Saxmundham Converter Station LoD. The back-up generator at the Kiln Lane (Friston) Substation has already been considered as part of the Proposed Project. As such, there is no potential for cumulative effects from back-up generator emissions. No other operational air quality effects have been identified within the LionLink PEIR (LLK1-ARU-REP-ENV-000007).</p> <p>There are no differences between the original assumptions and those presented in the LionLink PEIR.</p>	<p><b>No.</b> The original conclusions remain unchanged.</p>
Socio-economics, Recreation and Tourism	<p>As set out in <b>Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects [APP-060]</b>, Socio-economics, Recreation and Tourism potential cumulative effects were identified with LionLink for the following shared receptors:</p> <ul style="list-style-type: none"> <li>Residential properties, business premises, visitor attractions, community</li> </ul>	<p>In line with the updates, the potential for cumulative Socio-economics, Recreation and Tourism effects with LionLink are identified for the following shared receptors:</p> <ul style="list-style-type: none"> <li>Residential properties, business premises, visitor attractions, community facilities, open space and development land;</li> <li>PRoW and recreational routes (King Charles III England Coastal Path, The</li> </ul>	<p>The key difference between the original and updated cumulative assessments relates to the availability of more detailed construction workforce information for LionLink. Peak workforce data were not previously available and a proxy from a comparable scheme was applied, meaning cumulative effects in relation to construction workforce generation, labour supply, Gross Value Added (GVA), social infrastructure and local accommodation capacity could not be accurately</p>	<p><b>No.</b> The original conclusions remain unchanged.</p>

Topic	Previously reported effects on shared receptors from LionLink, including original assumptions	Newly reported effects on shared receptors from LionLink, including new assumptions	Comparison of any differences	Is there any change to the original conclusions?
	<p>facilities, open space and development land;</p> <ul style="list-style-type: none"> <li>• Public Rights of Way (PRoW) and recreational routes (Footpaths 491/006/0, 491/005/0 and 460/023/0)</li> <li>• Construction workforce generation;</li> <li>• Construction workforce labour supply;</li> <li>• Gross Value Added (GVA);</li> <li>• Social infrastructure; and</li> <li>• Local accommodation capacity.</li> </ul> <p>The original assessment identified the potential for cumulative effects on PRoW and recreational routes, including Footpaths 491/006/0, 491/005/0 and 460/023/0. However, the PRoW diversions required as part of the Proposed Project have been designed and co-ordinated with LionLink to minimise additional journey distances, re-join existing routes and improve route connectivity. Therefore, there were not anticipated to be any changes to the effects on the shared receptors from those identified from the Proposed Project.</p> <p>Given the limited construction workforce information available at the time, there was insufficient information to determine cumulative effects on construction workforce generation, local accommodation, social infrastructure and labour supply.</p> <p>Other receptor types are outside of the cumulative study area or have no residual effect above negligible.</p>	<p>Suffolk Coast Path, The Sandlings Walk, Sailors' Path)</p> <ul style="list-style-type: none"> <li>• Construction workforce generation;</li> <li>• Construction workforce labour supply;</li> <li>• GVA;</li> <li>• Social infrastructure; and</li> <li>• Local accommodation capacity</li> </ul> <p>The LionLink PEIR has provided more detailed construction workforce information, so the cumulative effects assessment of economic impact can now be completed.</p> <p>The construction employment generated by LionLink in combination with the Proposed Project is likely to provide an uplift in employment opportunities and will represent a beneficial effect. Additionally, the construction workforce is likely to generate local and regional spending in terms of business and supply chain. However, considering the limited number of workers required for the construction of the Suffolk Onshore Scheme, there is unlikely to be a significant cumulative effect on construction employment and GVA.</p> <p>The construction workforce required for the Suffolk Onshore Scheme and LionLink will place additional demand on the local health facilities. Taking a 'worst-case scenario' approach in which the total peak construction workforce of the Proposed Project and LionLink register with local GP practices, the overall practice list size would increase; however, the GP:Patient ratio would remain below the 1:1,800 target. As a result, there is unlikely to be a significant cumulative effect on social infrastructure.</p> <p>Considering a worst-case scenario, whereby the peak construction workforce of LionLink (669 FTEs) and the Suffolk Onshore Scheme (327 FTEs) require construction workers from the local labour supply (a negligible effect), there is unlikely to be a significant cumulative effect on</p>	<p>determined. LionLink has now confirmed a peak construction workforce of 669 FTEs, enabling completion of the cumulative economic impact assessment. While this figure is higher than previously assumed and therefore represents a greater potential cumulative interaction with the Suffolk Onshore Scheme (327 FTEs), the updated analysis demonstrates that effects remain either beneficial (in the case of employment generation and GVA) or not significant (in relation to labour supply, healthcare provision and accommodation capacity within the 60-minute Drive Time Catchment Area). This is based upon a worst case scenario where the Proposed Project and LionLink peak workforce periods overlap, which is highly unlikely to occur.</p> <p>In relation to recreation, the assessment focus has evolved from individual Public Rights of Way (PRoW) to consideration of the wider PRoW network, including strategic routes such as the King Charles III England Coast Path, Suffolk Coast Path, Sandlings Walk and Sailors' Path. However, the underlying conclusion remains consistent. PRoW closures and diversions will be coordinated between the projects to minimise additional journey distances, maintain connectivity and reduce the potential for significant cumulative effects. LionLink's PEIR confirms that, with embedded mitigation and design refinement, impacts on the PRoW network would be negligible, reinforcing the original Proposed Project ES conclusion that cumulative effects would not be significant.</p>	

Topic	Previously reported effects on shared receptors from LionLink, including original assumptions	Newly reported effects on shared receptors from LionLink, including new assumptions	Comparison of any differences	Is there any change to the original conclusions?
Health and Wellbeing	<p>No significant effects during construction or Operation were identified based upon assumptions made about the LionLink project. See Table 13.34 of <b>Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects [APP-060]</b>. This considers the potential for effects in regard to the determinant of social cohesion and community identity, due to severance outlined in the traffic and transport assessment, and visual amenity outlined in the landscape and visual assessment and is therefore based on the assumptions made by those topics.</p>	<p>The updated LionLink information confirms that while temporary significant landscape and visual effects are identified, these do not materially alter the health assessment as they do not result in additional impacts on visual amenity beyond that already assessed.</p> <p>In terms of severance and access, there is no new evidence of additional cumulative health pathways and the conclusion that cumulative traffic and transport effects are not anticipated to be significant remains.</p> <p>The preliminary assessment also concludes no significant residual effects relating to construction dust and the use of generators and NRMM, consistent with original assumptions and therefore no additional effects on human health.</p> <p>In relation to noise and vibration, assumptions of negligible to minor effects</p>	<p>The LionLink PEIR does not identify additional pathways to health effects beyond those identified in the original cumulative assessment; as such there are unlikely to be significant cumulative health and wellbeing effects in relation to physical and mental health, including in relation to social cohesion, and community identity, as result of severance, access, and effects on amenity.</p>	<p><b>No.</b> The original conclusions remain unchanged.</p>

Topic	Previously reported effects on shared receptors from LionLink, including original assumptions	Newly reported effects on shared receptors from LionLink, including new assumptions	Comparison of any differences	Is there any change to the original conclusions?
		<p>with mitigation remain valid, with potential night-time effects being mitigated and are not expected to materially alter cumulative health outcomes.</p> <p>As set out earlier in this table, there is no change to the cumulative visual effects assessment.</p>		
Physical Environment	<p>Simultaneous cable construction operations may increase the area/amount of sediment disturbed and then released into the water column, increasing water column turbidity and potentially releasing more contaminants into the water column reducing water quality across a wider area. However, as the Proposed Project is predicted to have only negligible effects and, on this basis, the potential for cumulative impacts was screened out from further assessment with significant cumulative effects considered unlikely to occur.</p>	<p>Modelling of suspended sediment dispersion undertaken as part of the PEIR for the LionLink project confirms that far-field increases in suspended sediment concentration for various stages of construction are low in magnitude (&lt; 5 mg/l) and also have a short duration (typically 2-3 hours). Given the geographical distance between the marine aspects of the Proposed Project and LionLink projects, the potential for cumulative effect is therefore considered to be negligible requiring no further assessment.</p>	No differences identified.	<b>No.</b> The original conclusions remain unchanged.
Benthic Ecology	<p>No significant effects identified during construction or operation. See Table 11.27 of <b>Application Document 6.2.4.11 (B) Part 4 Marine Chapter 11 Inter-Project Cumulative Effects [REP1A-011]</b>. This considered temporary habitat disturbance and habitat loss, increased sediments and deposition, EMF and thermal effects and found all to be highly localised and not significant.</p>	<p>The updated LionLink information confirms that these impacts during construction and operation phases are minor or negligible and are not significant.</p>	<p>The LionLink PEIR has an additional impact pathway for the effect of underwater sound on benthic ecology. However, the assessment indicates impacts would be negligible and not significant. All other pathways identified in the original cumulative assessment have been assessed and found to be not significant. As such, there are unlikely to be significant cumulative effects in relation to benthic habitats as a result of habitat disturbance, habitat loss, increases in suspended sediment and deposition, EMF, thermal emissions or underwater sound.</p>	<b>No.</b> The original conclusions remain unchanged.
Fish and Shellfish	<p>No significant effects identified during construction or operation. See Table 11.28 of <b>Application Document 6.2.4.11 (B) Part 4 Marine Chapter 11 Inter-Project Cumulative Effects [REP1A-011]</b>. This considered temporary habitat disturbance and habitat loss, increased sediments and deposition, underwater noise, EMF and thermal effects and found all to be highly localised and not significant.</p>	<p>The updated LionLink information confirms that these impacts during construction and operation phases are minor or negligible and are not significant.</p>	<p>With the exception of consideration of a change in the distribution of fish species, which considers intra-project effects and was found to be of negligible impact, there are no differences that result in a need to reappraise cumulative effects.</p>	<b>No.</b> The original conclusions remain unchanged.

Topic	Previously reported effects on shared receptors from LionLink, including original assumptions	Newly reported effects on shared receptors from LionLink, including new assumptions	Comparison of any differences	Is there any change to the original conclusions?
Marine Mammals	No significant effects identified during construction or operation. See Table 11.29 of <b>Application Document 6.2.4.11 (B) Part 4 Marine Chapter 11 Inter-Project Cumulative Effects [REP1A-011]</b> . This considered underwater sound, changes in availability of prey, and collisions with vessels and found all to be highly localised and not significant.	The updated LionLink information confirms that these impacts during construction and operation phases are minor or negligible and are not significant.	The LionLink PEIR has an additional impact pathway for the effect of EMF on marine mammals, which was scoped out for the Proposed Project. However, impacts were assessed as not significant, so the overall assessment of cumulative effects is not changed by this.	<b>No.</b> The original conclusions remain unchanged.
Marine Ornithology	The cumulative impacts on marine ornithology were assessed assuming potential overlap with other offshore cable and interconnector projects, with disturbance from vessel activity and temporary habitat disruption identified as the key pathways. See Table 11.30 of <b>Application Document 6.2.4.11 (B) Part 4 Marine Chapter 11 Inter-Project Cumulative Effects [REP1A-011]</b> . The most sensitive shared receptor was non-breeding red-throated diver (RTD) in the Outer Thames Estuary SPA, with the Proposed Project assuming that overlapping construction could increase vessel presence and disturbance, but concluding that effects would be localised, temporary and unlikely to result in significant cumulative disturbance due to the short-term and discrete nature of cable-laying activities.	The LionLink PEIR introduces additional information indicating that disturbance to the Outer Thames Estuary SPA, particularly affecting RTD, could become moderate and potentially significant if construction activities occur during the sensitive winter period (approximately November – March) due to vessel activity and associated disturbance. This introduces a new assumption for the Proposed Project’s sensitivity testing where temporal overlap with the LionLink Project’s winter works and associated vessel movements may increase disturbance risk to the same receptor group.	The key difference between the previous and new information is the explicit identification of a winter seasonal sensitivity window and potential significant disturbance threshold associated with LionLink activities, whereas the Proposed Project’s original assessment generally assumed low cumulative disturbance due to limited vessel presence and short-term works.	<b>No.</b> The original conclusions remain unchanged.
Marine Archaeology	LionLink Offshore Interconnector will undergo EIA with suitable mitigation measures recommended. With regards to seabed heritage receptors (known and potential maritime and aviation features) located within the Proposed Project area, it is unlikely that they will be indirectly impacted by changes to the physical environment caused by the construction or operation of the interconnector.  Relevant shared receptors included:  • known and potential palaeogeographic features and prehistoric material;  • known and potential maritime and aviation sites and associated finds;	Relevant shared receptors between LionLink Offshore Interconnector and the Proposed Project include:  • known and potential palaeogeographic features and prehistoric material;  • known and potential maritime and aviation sites and associated finds;  • coastal and intertidal heritage assets relating to coastal/marine activity (known and potential palaeogeographic features and prehistoric material, historic terrestrial, marine and aviation features); and  • the historic seascape character (HSC) of the region.	The significance of effect outcome remains the same. Further detail regarding the lack of spatial and temporal overlap is provided and further detail regarding cumulative impact to the shared receptors.	<b>No.</b> The original conclusions remain unchanged.

Topic	Previously reported effects on shared receptors from LionLink, including original assumptions	Newly reported effects on shared receptors from LionLink, including new assumptions	Comparison of any differences	Is there any change to the original conclusions?
	<ul style="list-style-type: none"> <li>• coastal and intertidal heritage assets relating to coastal/marine activity (known and potential palaeogeographic features and prehistoric material, historic terrestrial, marine and aviation features); and</li> <li>• the historic seascape character of the region.</li> </ul> <p>Relevant shared impact pathways included:</p> <ul style="list-style-type: none"> <li>• physical disturbance activities causing direct damage and/or loss to marine archaeological receptors including their setting;</li> <li>• physical disturbance activities causing indirect changes to hydrodynamic and sedimentary regimes; and</li> <li>• project works that temporarily or permanently change the character of the historic seascape of the region.</li> </ul> <p>Recommended mitigation implemented by both projects is anticipated to be sufficient to minimise impact on marine historic environment receptors and it is expected that there will be <b>no likely significant cumulative effect</b>.</p>	<p>Relevant shared impact pathways include:</p> <ul style="list-style-type: none"> <li>• physical disturbance activities causing direct damage and/or loss to marine archaeological receptors including their setting;</li> <li>• physical disturbance activities causing indirect changes to hydrodynamic and sedimentary regimes causing adverse/beneficial indirect effects on seabed heritage receptors; and</li> <li>• project works that temporarily or permanently change the character of the historic seascape of the region.</li> </ul> <p>The Proposed Project does not spatially overlap with LionLink Offshore Connector and as a result there will not be cumulative direct impacts to known and potential maritime and aviation receptors, or coastal and intertidal heritage assets located within either development. Due to the often regional scale of known and potential submerged palaeolandscapes including palaeochannels and associated prehistoric archaeological material, it is possible that cumulative direct impact on this receptor may occur. However, the cumulative impact is considered to be negligible due to the scale of such features and the depth of seabed impact during the construction phases of each development. The significance of such impacts are further reduced by the implementation of suitable mitigation measures by both offshore projects, which include:</p> <ul style="list-style-type: none"> <li>• Archaeological Exclusion Zones and micro-siting to avoid known archaeological receptors; and</li> <li>• undertaking offshore geotechnical surveys resulting in the geoarchaeological assessment of vibrocores to identify the presence of deposits of archaeological and geoarchaeological potential, with the potential for further palaeoenvironmental sub-sampling and assessment to occur.</li> </ul> <p>Mitigation measures will be set out in each project's bespoke Offshore Written</p>		

Topic	Previously reported effects on shared receptors from LionLink, including original assumptions	Newly reported effects on shared receptors from LionLink, including new assumptions	Comparison of any differences	Is there any change to the original conclusions?
		<p>Scheme of Investigation, as follows:  <b>Application Document 7.5.5 (C) Outline Offshore Overarching Written Scheme of Investigation [REP4-063]</b> for the Proposed Project and the Outline Written Scheme of Investigation for LionLink Offshore Interconnector appended to the PEIR.</p> <p>There is potential for cumulative indirect effects to occur to all known and potential archaeological receptors (including submerged palaeolandscape features and prehistoric archaeological material, known and potential maritime and aviation receptors, and coastal and intertidal heritage receptors) located within the Order Limits of the Proposed Project as a result of changes to hydrodynamic and sedimentary regimes caused by other offshore developments. However, according to the Physical Environment chapter (<b>Application Document 6.2.4.1 (E) Environmental Statement Part 4 Marine Chapter 1 Physical Environment [REP4-027]</b>), the Proposed Project is predicted to have only negligible effects and as a result, it is considered that the significance of effect on the cumulative indirect impacts to all known and potential marine archaeological receptors is similarly not significant.</p> <p>There is potential for cumulative change to occur to the HSC for the region with the construction of the Proposed Project and the LionLink Offshore Interconnector. However, since submarine power cables are already a character type for the seascape of the region along with other offshore industries including telecommunications cables, it is unlikely that the change to the current HSC will be significant, particularly once construction has ended and the marine cable will not be visible from sea level; resulting in the character of the historic seascape of the coastal area, sea surface and water column, at least, returning to their predevelopment levels, whilst impact to the character of the sea floor and subsea floor</p>		

Topic	Previously reported effects on shared receptors from LionLink, including original assumptions	Newly reported effects on shared receptors from LionLink, including new assumptions	Comparison of any differences	Is there any change to the original conclusions?
Shipping and Navigation	<p>Potential temporal overlap during construction and operational phases.</p> <p>Unknown at this stage which LionLink landfall is selected, and therefore if the LionLink route may interact with the Proposed Project route or come within close proximity to the Proposed Project route at the Proposed Project's Suffolk landfall.</p> <p>Communication between the projects will help to avoid any concurrent activities and mean that any effects are minimal.</p> <p>There is therefore considered to be no likely significant cumulative effect.</p> <p>Not progressed to Stage 3 and 4.</p>	<p>will remain changed. Since the two projects' construction phases are unlikely to overlap, the overall cumulative change will be reduced to the change caused by each project.</p> <p>In conclusion, it is expected that there will be <b>no likely significant cumulative effect</b>.</p> <p>LionLink's selected landfall is confirmed to not be in close proximity to the Proposed Project.</p> <p>LionLink is just inside the northern edge of the Proposed Project's shipping and navigation 10 NM Study Area at the Suffolk landfall and then routes in the opposite direction from the Proposed Project, moving outside of the 10 NM Study Area quickly (e.g. within 5 km along LionLink's route). Therefore, the potential for likely significant cumulative impacts on shipping and navigation remains minimal.</p> <p>There is therefore considered to be no likely significant cumulative effect.</p>	<p>It is now confirmed that LionLink would not cross the Proposed Project route or come within close proximity to the Proposed Project, therefore the risk of impact on shipping and navigation is confirmed to be minimal.</p> <p>There is still considered to be no likely significant cumulative effect.</p>	<p><b>No.</b> The original conclusions remain unchanged except for the confirmation that there would be no cable crossing between LionLink and the Proposed Project, which further minimises the potential for cumulative effects.</p>
Commercial Fisheries	<p>Commercial fisheries receptors were assessed as potentially affected primarily through temporary disruption to fishing activity, restricted access to fishing grounds and potential gear interaction during construction activities such as cable installation, pre-lay grapnel runs and vessel presence. See Table 11.33 of <b>Application Document 6.2.4.11 (B) Part 4 Marine Chapter 11 Inter-Project Cumulative Effects [REP1A-011]</b>. The assessment assumed that effects would be short-term and localised, with fishing activity able to resume following cable burial and completion of works and therefore concluded that residual effects on commercial fisheries would be minor and not significant with standard mitigation and fisheries liaison measures in place.</p>	<p>The LionLink PEIR provides updated baseline and activity information for commercial fisheries within the project study area, indicating that the area is actively used by international fleets, particularly Dutch beam trawlers which account for the majority of surveillance sightings, alongside smaller contributions from UK, French and German vessels. The PEIR identifies that fishing activity is seasonally variable with peak catches between September and December and a secondary peak in February and March but similarly concludes that no significant effects on commercial fisheries are expected from the LionLink Offshore Scheme alone, assuming embedded mitigation and standard management measures.</p>	<p>The key difference between the previously reported assumptions and the new LionLink information is primarily the additional baseline detail on fleet composition and seasonal fishing intensity, rather than the identification of new impact pathways. Both assessments identify temporary construction-phase disruption and potential displacement of fishing activity as the main mechanism of impact, and both conclude that impacts are short-term and manageable through established mitigation such as fisheries liaison, notices to mariners and cable burial.</p>	<p><b>No.</b> The original conclusions remain unchanged.</p>

Topic	Previously reported effects on shared receptors from LionLink, including original assumptions	Newly reported effects on shared receptors from LionLink, including new assumptions	Comparison of any differences	Is there any change to the original conclusions?
Other Sea Users	<p>Other sea users receptors include activities such as marine recreation and tourism, offshore renewable energy developments, marine aggregate extraction, dredging and disposal sites, subsea cables and pipelines, defence activities, and aquaculture within the Proposed Project's study area. See Table 11.34 of <b>Application Document 6.2.4.11 (B) Part 4 Marine Chapter 11 Inter-Project Cumulative Effects [REP1A-011]</b>. The main impact pathways assessed were temporary disruption to access or operations, potential interaction with existing subsea infrastructure, and localised restrictions during cable installation and construction activities. The assumed impacts would be short-term and geographically limited, with embedded mitigation including crossing agreements with existing infrastructure owners, project coordination with nearby developments, and communication measures such as Notices to Mariners and navigational warnings. Based on these assumptions the Proposed Project concluded that no significant effects on other sea user receptors were expected.</p>	<p>The LionLink PEIR introduces additional information on offshore infrastructure and marine activities within the wider project area, including existing cables, renewable energy developments, and other operational marine infrastructure that may interact with the LionLink interconnector during construction and operation. Similar to the Proposed Project, the LionLink assessment identifies potential effects primarily through temporary disruption to activities, spatial overlap with infrastructure, and potential interference with existing subsea assets, with mitigation measures expected to include crossing agreements, consultation with asset owners, and standard marine communication procedures.</p>	<p>The LionLink PEIR provides greater clarity on the proposed route, construction activities and potential interactions with existing marine infrastructure and activities. However, the impact pathways relevant to other sea users remain unchanged, primarily relating to temporary construction disturbance, spatial overlap with existing infrastructure and the need for crossing agreements or coordination with other marine activities. The management approaches proposed by both projects remain consistent with standard industry practice, and therefore the additional information does not materially alter information the assumptions used in the Proposed Project's assessment.</p>	<p><b>No.</b> The original conclusions remain unchanged.</p>

## C.2 Conclusions

- c.2.1 A review has been undertaken of the information published by NGV for the LionLink statutory consultation on 13 January 2026. The review considered whether the original findings reported in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effect [APP-060]** would be any different based upon the new information provided.
- c.2.2 For all topics other than Soils and Agriculture it is concluded that the effects as previously reported would be **no different** and as such the original assessment does not need to be changed.
- c.2.3 For Soils and Agriculture, it was previously not possible to provide quantified assessment of temporary and permanent loss of agricultural land and BMV with LionLink, but this is now possible. There would be a total temporary effect with LionLink on 663 ha of agricultural land and total permanent loss of agricultural land (likely to be BMV) of 34.45 ha which is significant. However, the total effects of all cumulative projects remain significant. It is not considered necessary to update **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effect [APP-060]** as the effects have been reported in full in this appendix.
- c.2.4 The Applicant confirms that as there are no changes to the assessment conclusions for any of the topics related to HRA, WFD or MCZ assessments it can be concluded that **no changes** are required to the following documents:
- **Application Document 6.6 (G) Habitats Regulations Assessment Report** submitted at Deadline 5.
  - **Application Document 6.9 Water Framework Directive Assessment [APP-293]**
  - **Application Document 6.11 (D) Marine Conservation Zone Assessment** submitted at Deadline 5.

# Appendix D Comparison of dBA and dBC Operational Sound Levels

## D.1 Introduction

- D.1.1 National Grid Electricity Transmission plc (hereafter referred to as ‘the Applicant’) submitted an application for a Development Consent Order (DCO) to the Planning Inspectorate under the Planning Act 2008 for the Sea Link Project (hereafter referred to as the ‘Proposed Project’).
- D.1.2 The Proposed Project involves the reinforcement of the electricity transmission network in East Anglia and the South East of England. The Proposed Project is comprised of the following elements:
- The Suffolk Onshore Scheme;
  - The Kent Onshore Scheme; and
  - The Offshore Scheme.
- D.1.3 The application was accompanied by an Environmental Statement (ES), which included several documents relating to operational noise from the proposed converter stations at Saxmundham, which forms part of the Suffolk Onshore Scheme, and Minster, which forms part of the Kent Onshore Scheme, as follows:
- **Application Document 6.2.2.9 (B) Part 2 Suffolk Chapter 9 Noise and Vibration [AS-109];**
  - **Application Document 6.3.2.9.A ES Appendix 2.9.A Suffolk Noise Survey Data [APP-135];**
  - **Application Document 6.3.2.9.D (B) Appendix 2.9.D Suffolk Operational Noise Assessment [AS-119];**
  - **Application Document 6.2.3.9 (B) Part 3 Kent Chapter 9 Noise and Vibration [AS-111];**
  - **Application Document 6.3.3.9.A ES Appendix 3.9.A Kent Noise Survey Data [APP-188];** and
  - **Application Document 6.3.3.9.D (B) Appendix 3.9.D Kent Operational Noise Assessment [AS-123].**
- D.1.4 This report has been prepared in response to Action Point 70 (AP70) arising from **Application Document Issue Specific Hearing 2 (ISH2) on environmental issues held on Wednesday 28 January to Friday 30 January 2026 [EV6-033]** and representations raising questions regarding the potential relevance of C-weighted sound levels and low frequency noise. Its purpose is not to introduce a new assessment criterion, but to demonstrate whether consideration of C-weighted metrics would materially alter the conclusions of the A-weighted operational noise assessments presented within the ES. This report therefore provides a comparison of operational noise levels using ‘A’ weighted and ‘C’ weighted values.

- D.1.5 A-weighted sound levels (dBA) apply a frequency weighting that reflects the sensitivity of human hearing at lower sound levels, giving less emphasis to very low and very high frequency sounds and greater emphasis to mid-frequencies where the ear is most sensitive. A-weighted levels are generally considered representative of how loud all sounds are perceived by people, and are widely used in environmental noise assessment, planning policy, and guidance documents. A-weighting is therefore appropriate for assessing potential effects on human receptors, including annoyance, sleep disturbance, and overall quality of life.
- D.1.6 C-weighted sound levels (dBC) apply a frequency weighting that is much flatter across the audible frequency range than A-weighting, providing relatively greater emphasis on low frequency sound. They were originally designed to reflect the sensitivity of human hearing at higher sound levels. C-weighted levels are more representative of the total sound energy, particularly where noise contains a significant low frequency component, such as from large industrial plant, transformers, or heavy mechanical equipment. C-weighting can therefore be useful for identifying and characterising low frequency noise content and for understanding potential effects that may not be fully represented by A-weighted levels alone.
- D.1.7 C-weighted levels include more low frequency energy than A-weighted levels, and both weighting curves are similar at higher frequencies. As a result, C-weighted levels are numerically higher than A-weighted levels for sources with substantial low frequency content.
- D.1.8 It should be noted that there is currently no specific guidance or established standards for acceptable levels of C-weighted sound, nor for the direct comparison of C-weighted values with A-weighted. The assessment in this report is therefore indicative and presented for information only.
- D.1.9 Accordingly, C-weighted sound levels are considered in this report solely as a diagnostic indicator of low frequency sound content, and not as a metric of perceived loudness or impact.

## D.2 Baseline Sound Levels

- D.2.1 A-weighted baseline sound level data is provided in **Application Document 6.3.2.9.A ES Appendix 2.9.A Suffolk Noise Survey Data [APP-135]** and **Application Document 6.3.3.9.A ES Appendix 3.9.A Kent Noise Survey Data [APP-188]**. This section provides comparable C-weighted data.
- D.2.2 The use of  $L_{C90,15min}$  data is considered appropriate for this comparative exercise, as the purpose is to provide a consistent reference background against which to examine relative differences between A-weighted and C-weighted assessment outcomes, rather than to define absolute thresholds of acceptability.
- D.2.3 A summary of the measured sound levels is provided in Table D.1.

**Appendix Table D.1 Summary of measured sound levels**

Time period	Survey Location	Average sound level, dB $L_{Ceq,15min}$	Background sound level, dB $L_{C90,15min}$
Day	S_L1	Range: 48 - 71 Average: 56	Range: 45 - 54 Average: 48 Mode: 48
	S_L2	Range: 39 - 65 Average: 54	Range: 33 - 51 Average: 42 Mode: 44
	S_L3	Range: 41 - 66 Average: 55	Range: 34 - 56 Average: 44 Mode: 45
	S_L4	Range: 48 - 64 Average: 56	Range: 38 - 53 Average: 45 Mode: 45
	S_L5	Range: 39 - 72 Average: 60	Range: 31 - 65 Average: 43 Mode: 44
	S_L6	Range: 47 - 70 Average: 55	Range: 38 - 57 Average: 44 Mode: 43
	K_L1	Range: 48 - 71 Average: 56	Range: 45 - 54 Average: 48 Mode: 48
Night	S_L1	Range: 45 - 61 Average: 52	Range: 42 - 52 Average: 45 Mode: 45

Time period	Survey Location	Average sound level, dB L <sub>Ceq,15min</sub>	Background sound level, dB L <sub>C90,15min</sub>
	S_L2	Range: 33 - 65 Average: 49	Range: 29 - 43 Average: 35 Mode: 36
	S_L3	Range: 34 - 57 Average: 45	Range: 29 - 51 Average: 35 Mode: 35
	S_L4	Range: 39 - 61 Average: 50	Range: 36 - 47 Average: 38 Mode: 38
	S_L5	Range: 32 - 60 Average: 49	Range: 27 - 44 Average: 35 Mode: 37
	S_L6	Range: 38 - 62 Average: 49	Range: 36 - 47 Average: 39 Mode: 39
	K_L1	Range: 45 - 61 Average: 52	Range: 42 - 52 Average: 45 Mode: 45

## Representative Background Sound Levels

D.2.4 Table D.2 presents a summary of representative background sound levels during daytime and night-time periods at the survey locations for use in the operational noise assessment. The representative C-weighted background sound levels have been derived using the same conservative method used for the A-weighted values.

### Appendix Table D.2 Summary of representative background sound levels

Monitoring Location	Applicable Assessment Locations	Representative Background Sound Level, dB L <sub>C90,15min</sub>	
		Daytime	Night-time
S_L1	R_16209 R_17675 R_6050	40	37
S_L2	R_12065 R_5764 R_14166	40	34
S_L3	R_6189	42	33

Monitoring Location	Applicable Assessment Locations	Representative Background Sound Level, dB L <sub>C90,15min</sub>	
		Daytime	Night-time
	R_17870 R_872 R_1190 R_1195		
S_L4	R_2135	43	37
S_L5	R_28332 R_13354 R_14222	41	33
S_L6	R_17560	42	38
K_L1	R_12489 R_6709 R_11056 R_8335 R_16000 E_35	47	44

### D.3 Operational Plant Sound Level Data

- D.3.1 The plant data used in this assessment is as per the operational noise assessments presented in **Application Document 6.3.2.9.D (B) Appendix 2.9.D Suffolk Operational Noise Assessment [AS-119]** and **Application Document 6.3.3.9.D (B) Appendix 3.9.D Kent Operational Noise Assessment [AS-123]** and includes the same plant items.
- D.3.2 The operational noise assessments presented in the ES assume that all acoustic energy from transformers is concentrated at 100 Hz. This assumption is intentionally conservative and appropriate for worst-case sound propagation modelling; however, it does not reflect the resultant spectral characteristics of transformer noise at the nearby receptor locations. As such, it is not suitable for direct comparison of A-weighted and C-weighted sound levels at the receptor locations, as it would disproportionately emphasise low-frequency content and result in an unrealistically conservative outcome in C-weighted terms.
- D.3.3 To facilitate a meaningful comparison between A-weighted and C-weighted values, octave-band spectral data for a transformer housed within an enclosure has therefore been incorporated into the modelling for this assessment. This provides a more representative distribution of acoustic energy across the frequency spectrum, while remaining consistent with the mitigation measures assumed within the ES. The adopted spectral data is presented in Table D.3.

## Appendix Table D.3 Spectral data for enclosed transformer

Plant item	Sound power, dB, at octave band centre frequency, Hz							
	63	125	250	500	1k	2k	4k	8k
Transformer (enclosed)	74	93	92	85	70	67	62	61

## D.4 Assessment

D.4.1 An assessment indicating the excess of C-weighted specific noise levels against C-weighted representative background sound levels is presented in Table D.4. With regards to Suffolk, the lower level of transformer mitigation (20 dB) is assumed as a worst-case rather than the range provided in the ES.

## Appendix Table D.4 Resultant noise levels at Noise Sensitive Receptor (NSR) (C-weighted)

NSR location	Proposed Project sound level, dB L <sub>Ceq</sub>	Excess over C-weighted background, dB	
		Daytime	Night-time
<b>Suffolk:</b>			
R_12065	34	-6	0
R_28332	31	-10	-2
R_6189	32	-10	-1
R_17870	35	-7	+2
R_872 & R_1190	35	-7	+2
<b>R_5764</b>	<b>39</b>	<b>-1</b>	<b>+5</b>
R_13354	32	-9	-1
R_17560	30	-12	-8
R_16209	24	-16	-13
R_14166	32	-8	-2
R_1195	32	-10	-1
R_2135	30	-13	-7
R_17675	25	-15	-12
R_6050	24	-16	-13
R_14222	36	-5	+3
<b>Kent:</b>			
R_12489&R_6709	30	-17	-14
R_11056&R_8335	30	-17	-14

NSR location	Proposed Project sound level, dB L <sub>Ceq</sub>	Excess over C-weighted background, dB	
		Daytime	Night-time
R_16000	31	-16	-13
<b>E_35</b>	<b>32</b>	<b>-15</b>	<b>-12</b>

- D.4.2 The assessment indicates that the worst-case receptor in Suffolk is R\_5764, and in Kent it is E\_35, as per the A-weighted assessments.
- D.4.3 Because dBC weighting is used in this assessment specifically to address low frequency noise, no further acoustic character correction is required. The standard BS 4142 (BSI, 2019) does not provide guidance on applying corrections to noise measurements that are not in dBA. Therefore, the results shown above can be directly compared with the outcomes of the BS 4142 A-weighted (dBA) assessments. This allows for a straightforward comparison of the impacts assessed using C-weighted (dBC) and A-weighted (dBA) sound levels.
- D.4.4 The original use of dBC was to reflect human response to higher noise levels. The data above shows that noise levels from the Proposed Project would be low, and broadly within the original remit of the dBA weighting curve.
- D.4.5 The A-weighted noise rating levels are as previously reported in **Application Document 6.3.2.9.D (B) Appendix 2.9.D Suffolk Operational Noise Assessment [AS-119]** and **Application Document 6.3.3.9.D (B) Appendix 3.9.D Kent Operational Noise Assessment [AS-123]** and include an acoustic character correction of +4dB for tonality. The comparative assessment is provided in Table D.5. The assessment considers night-time only, as a worst-case.
- D.4.6 The difference column shows the difference between the assessments. A negative number shows that the C-weighted impact is smaller than the A-weighted impact, and a positive number would show that the C-weighted impact is greater than the A-weighted impact.

## Appendix Table D.5 Comparison of A-weighted and C-weighted assessment outcomes

NSR location	Excess of rating level over background, (dBA), dB	Excess of level over background, (dBC), dB	Difference, dB
<b>Suffolk:</b>			
R_12065	+4	0	-4
R_28332	+1	-2	-3
R_6189	+2	-2	-4
R_17870	+5	+1	-4
R_872 & R_1190	+5	+2	-3
<b>R_5764</b>	<b>+10</b>	<b>+5</b>	<b>-5</b>

<b>NSR location</b>	<b>Excess of rating level over background, (dBA), dB</b>	<b>Excess of level over background, (dBC), dB</b>	<b>Difference, dB</b>
R_13354	+2	-2	-4
R_17560	-2	-8	-6
R_16209	-2	-14	-12
R_14166	+3	-2	-5
R_1195	+3	-1	-4
R_2135	-2	-7	-5
R_17675	-1	-12	-11
R_6050	-1	-13	-12
R_14222	+8	+3	-5
<b>Kent:</b>			
R_12489&R_6709	-7	-14	-7
R_11056&R_8335	-6	-14	-8
R_16000	-7	-13	-6
<b>E_35</b>	<b>-6</b>	<b>-12</b>	<b>-6</b>

- D.4.7 The assessment indicates that in all cases the A-weighted assessment including an acoustic character correction, provides a more conservative assessment than an equivalent C-weighted assessment.
- D.4.8 An assessment of predicted C-weighted noise level change is presented in Table D.6. For the purposes of the assessment, the highest predicted noise level is assumed as a worst-case. As above, with regards to Suffolk, the lower level of transformer mitigation (20 dB) is assumed.
- D.4.9 This comparison is presented for contextual understanding only and does not imply that C-weighted sound levels constitute an alternative or supplementary assessment methodology to BS 4142 (BSI, 2019).

**Appendix Table D.6 Assessment of pre and post operational ambient noise levels at NSR (C-weighted)**

c	Proposed Project sound level, dB LC <sub>eq</sub>	Existing Ambient Noise Level, dB LC <sub>eq,T</sub>		Resultant Ambient Noise Level, dB LC <sub>eq,T</sub>		Change, dB		Effect	
		Daytime	Night-time	Daytime	Night-time	Daytime	Night-time	Daytime	Night-time
<b>Suffolk:</b>									
R_12065	34	54	49	54	49	0	0	No change	No change
R_28332	31	60	49	60	49	0	0	No change	No change
R_6189	32	55	45	55	45	0	0	No change	No change
R_17870	34	55	45	55	45	0	0	No change	No change
R_872 & R_1190	35	55	45	55	45	0	0	No change	No change
R_5764	<b>39</b>	54	49	54	49	0	0	No change	No change
R_13354	32	60	49	60	49	0	0	No change	No change
R_17560	30	55	49	55	49	0	0	No change	No change
R_16209	24	56	52	56	52	0	0	No change	No change
R_14166	32	54	49	54	49	0	0	No change	No change
R_1195	32	55	45	55	45	0	0	No change	No change
R_2135	30	60	50	60	50	0	0	No change	No change
R_17675	25	56	52	56	52	0	0	No change	No change
R_6050	24	56	52	56	52	0	0	No change	No change
R_14222	36	60	49	60	49	0	0	No change	No change
<b>Kent:</b>									
R_12489&R_6709	30	56	52	56	52	0	0	No change	No change
R_11056&R_8335	30	56	52	56	52	0	0	No change	No change
R_16000	31	56	52	56	52	0	0	No change	No change
<b>E_35</b>	<b>32</b>	56	52	56	52	0	0	No change	No change

- D.4.10 The assessment indicates that there would be no change to average ambient C-weighted noise levels at nearby NSR during either daytime or night periods due to the introduction of the proposed Saxmundham or Minster Converter Stations.
- D.4.11 The absence of any predicted change in ambient C-weighted noise levels reflects the fact that existing baseline sound environments are dominated by higher-level, broadband sources, such that the contribution from the Proposed Project does not materially alter the overall average sound energy.

## D.5 Conclusion

- D.5.1 This report presents a comparative review of A-weighted (dBA) and C-weighted (dBC) operational sound levels associated with the proposed Saxmundham and Minster Converter Stations, with the aim of examining the extent to which C-weighted metrics provide additional insight into potential low-frequency noise effects.
- D.5.2 The assessment demonstrates that C-weighted sound levels are consistently lower than the corresponding A-weighted rating levels when expressed as an excess over representative background sound levels. This reflects the fact that the operational noise sources are not dominated by low-frequency energy and that the spectral content of the plant noise is adequately controlled through design and mitigation measures, including transformer enclosure treatments.
- D.5.3 The comparison of A-weighted and C-weighted assessment outcomes shows that, in all cases, the A-weighted assessment undertaken in accordance with BS 4142 (BSI, 2019), including appropriate acoustic character corrections, represents a more conservative assessment of potential impact than an equivalent assessment based on C-weighted sound levels. Where small positive C-weighted excesses are predicted at certain receptors, these are lower than the corresponding A-weighted excesses and do not indicate a greater level of effect.
- D.5.4 The assessment of predicted changes in ambient C-weighted noise levels indicates that the introduction of the Proposed Project would result in no discernible change in average ambient noise levels at nearby NSRs during either daytime or night-time periods. This confirms that operational noise from the Proposed Project would not materially alter the low-frequency sound environment.
- D.5.5 It is noted that C-weighted sound levels are used as an indicator of the presence of low-frequency sound energy within the overall noise spectrum. In this context, the results of the C-weighted assessment provide additional reassurance that low-frequency noise effects would not be significant.
- D.5.6 Overall, the findings of this report confirm that the conclusions of the A-weighted operational noise assessments remain robust, and that the proposed Saxmundham and Minster Converter Stations would not give rise to significant adverse effects associated with low-frequency noise.
- D.5.7 Accordingly, the consideration of C-weighted sound levels does not identify any additional or different effects beyond those already reported within the ES, and does not alter the conclusions reached in respect of operational noise impact.

## References

BSI. (2019). *BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound*. London: BSI.

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