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Sent: 21 July 2026 15:24

To: Lionlink Interconnector <LionlinkInterconnector@planninginspectorate.gov.uk>;

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Subject: LionLink Project: Dutch components in the ES

Importance: High

Dear Louise, Cameron

I hope you are well.

Following our last Project Update Meeting in June we planned to provide the Planning Inspectorate with our proposed approach to addressing the Dutch components of the LionLink Project within the Environmental Statement (ES). Please see response from our Environment Leads who have compiled the following note:

The Project connects from Kiln Lane Substation in the UK to a Dutch Offshore Converter Station. The Project therefore comprises infrastructure located within both UK and Dutch jurisdictions.

The Proposed Scheme seeking consent in the UK is from the Kiln Lane Substation in Suffolk to the High Voltage Direct Current cable at the edge of the UK-Dutch European Economic Zone (EEZ) border.

The remainder of the Project is the continuation of the High Voltage Direct Current Cable in the Dutch EEZ to a Dutch Offshore Converter Station. This section is referred to as the 'Dutch Offshore Scheme' TenneT, National Grid's partner for the Project, submitted a separate consent application for the Dutch Offshore Scheme works within the Dutch EEZ in August 2025.

A separate Dutch project, Nederwiek 3, is to deliver the construction of the offshore converter station at an offshore wind farm to which the cables for the Project will connect to. This will be referred to as the 'Dutch Connection Scheme'.

Our proposed approach is for the ES submitted with the DCO application to assess the environmental effects of the Proposed Scheme only, whilst providing sufficient information on the Dutch Offshore Scheme to enable the Examining Authority to understand the relationship between the UK and Dutch components and any relevant transboundary considerations. This will allow an understanding of the environmental effects of the whole project. We are engaged with Tennet to obtain the environmental information that has been submitted for the Dutch Offshore Scheme.

Our current understanding is that construction activities would be programmed so that installation of the offshore cable is undertaken as a continuous, linear activity from one jurisdiction into the next. On this basis, the construction methods and scheme characteristics would be consistent across both jurisdictions, including in the vicinity of the EEZ boundary. *[NGV and TenneT are jointly procuring our Offshore Contractors. This means that terms, conditions and standards of work must be accepted by both parties. This provides a consistent platform for engaging contractors to perform the installation work and ensures that the installation of the subsea cable will be to the same required technical specifications within both UK and NL jurisdictions].*

We therefore currently consider that transboundary impacts arising from construction of the Proposed Scheme alone would not be compounded by separate construction activities associated with the Dutch components of the wider Project. We are, however, continuing to consider how this assumption can be appropriately evidenced and secured.

Preliminary assessment work has identified potential significant effects and mitigation measures, where required, to ensure compliance with the permits and authorisations applicable within each jurisdiction. This approach is predicated on the assumption that the necessary permits and authorisations are granted in both jurisdictions and that the applicable environmental standards and thresholds provide equivalent levels of environmental protection.

Notwithstanding the above, we recognise the need to clearly identify and assess potential transboundary effects. Accordingly, the ES will be supported by a dedicated Transboundary Screening document which will identify the potential transboundary effects of the Proposed Scheme and take account of relevant information available from the parallel environmental assessment being undertaken by TenneT for the Dutch elements of the Project.

In addition, cumulative effects will be considered within the ES cumulative effects assessment. This will include consideration of the Dutch Connection Scheme associated with LionLink, i.e. the Nederwiek 3 development and associated transmission infrastructure, where relevant to understanding cumulative environmental effects. We are engaged with TenneT to obtain the environmental information that has been prepared for the Dutch Connection Scheme.

We consider that this approach appropriately distinguishes between the development for which consent is being sought and those elements of the wider Project which fall outside the jurisdiction of the DCO application, whilst ensuring that transboundary and cumulative effects are identified and assessed in a proportionate and transparent manner to allow an understanding of the whole project.

We would be grateful for the Planning Inspectorate's views on whether this approach is acceptable, or whether there are any particular matters that the Examining Authority would expect to see addressed within the ES in relation to the Dutch components of the wider Project. We have scheduled the next PUM in September but please let us know if a separate call would be helpful.

Kind regards

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