Appendix A

LionLink feedback form

1. To what extent do you agree that LionLink is needed to strengthen energy security?

Strongly agree

Agree

Don't know

Disagree

Strongly disagree

Please provide your comments here about why you chose this option

An interconnector with the Netherlands linked to a Dutch Offshore Wind Farm would strengthen energy security although it would still be vulnerable to actions of a hostile third-party state in particular in respect of the undersea cables being cut.

2. Do you have any comments on the process we followed to identify the options, siting and routeing for LionLink, including on the points listed below?

Discounted options

Options not considered

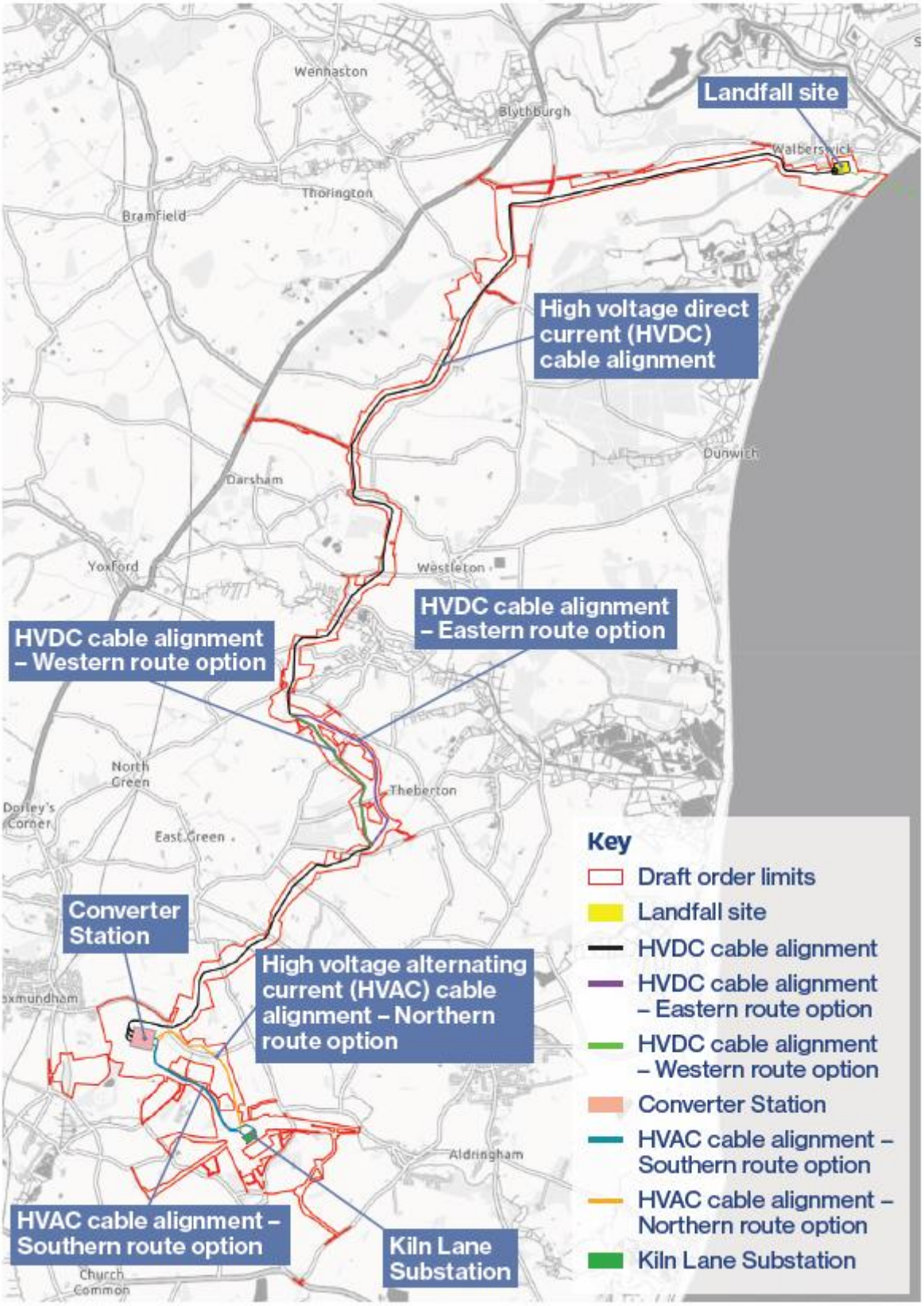
How we assessed the options

Any other considerations

Please add your comments:

The choice of Walberswick for a landing site and the long HVDC cable route to Saxmundham is not supported.

Our onshore proposals



Landfall site

The proposed landfall site would be at Walberswick, where the offshore HVDC cable corridor would connect to the proposed underground HVDC cable corridor.

3. Do you have comments on our proposed landfall site at Walberswick, including on the points listed below?

- **Environmental impacts and how they would be managed**
- **The construction area required**
- Dyaft Order Limits (the land required both temporarily and permanently for the construction and operation of LionLink for this section)
- **Any other considerations**

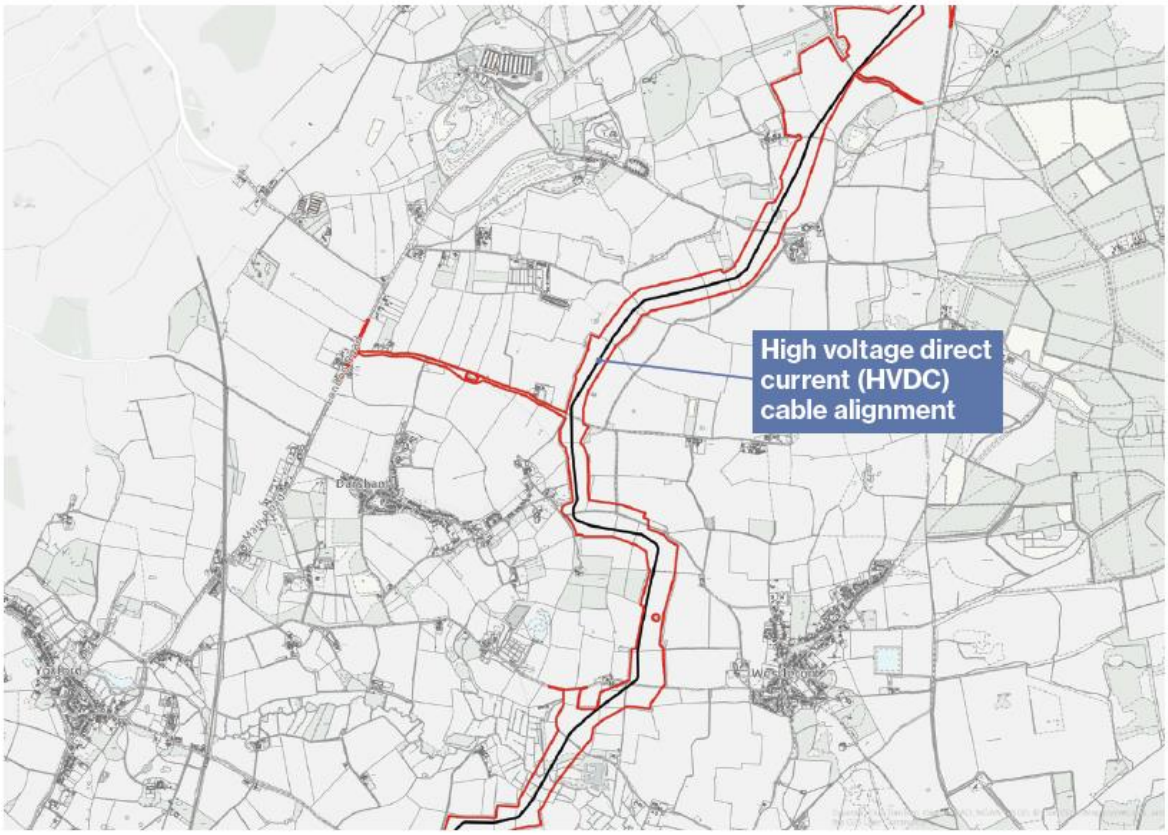
Please add your comments:

The choice of Walberswick for a landing site and the long HVDC cable route to Saxmundham is not supported and is considered wholly inappropriate. It is no surprise that significant detrimental noise impacts have been identified as a consequence of the need to carry out construction on a continuous basis including night-time working. This would of course raise concerns in respect of public health. Furthermore, the landing site and HVDC cable route are highly sensitive in terms of built heritage, archaeology, ecology, tourism, highways access, public rights of way, water courses and vegetation loss.

Underground HVDC cable corridor

LionLink would include approximately 20km of underground HVDC cables between the proposed landfall site at Walberswick and the proposed converter station site east of Saxmundham.

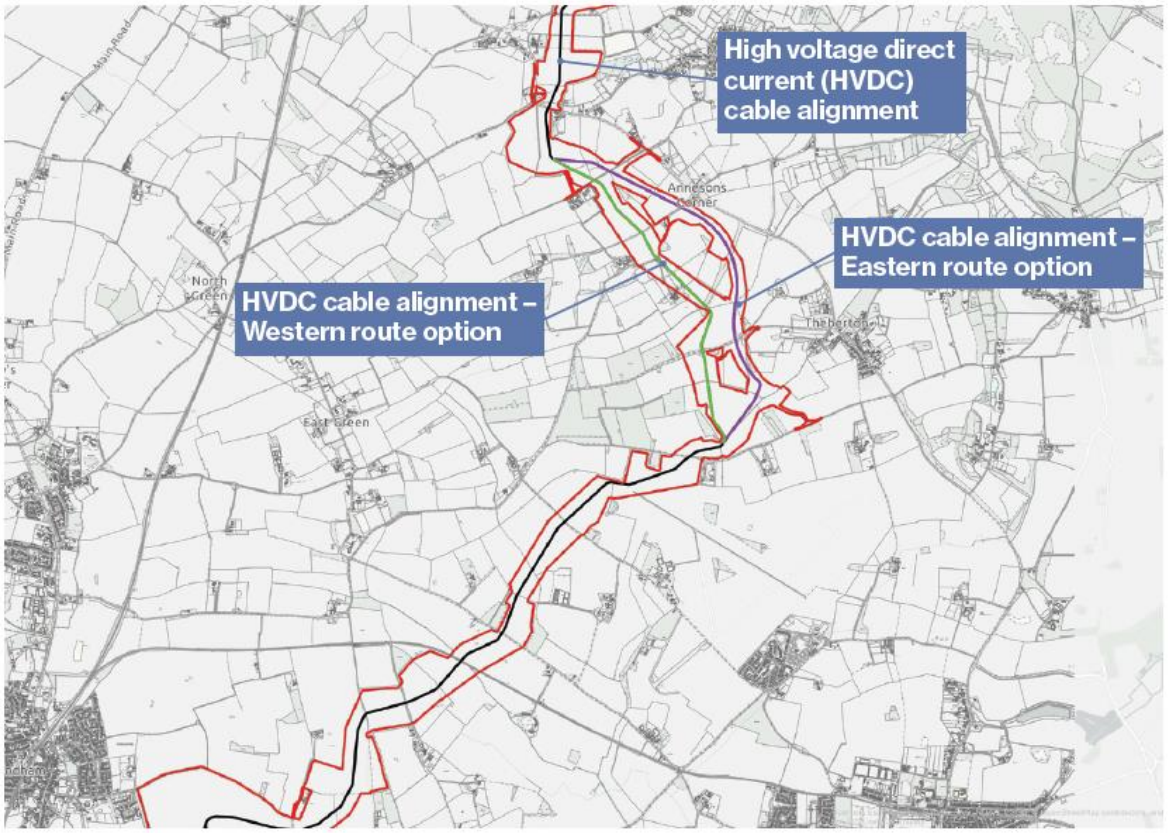
Onshore proposals 2 – Hinton to Theberton



Key

- Draft order limits
- HVDC cable alignment

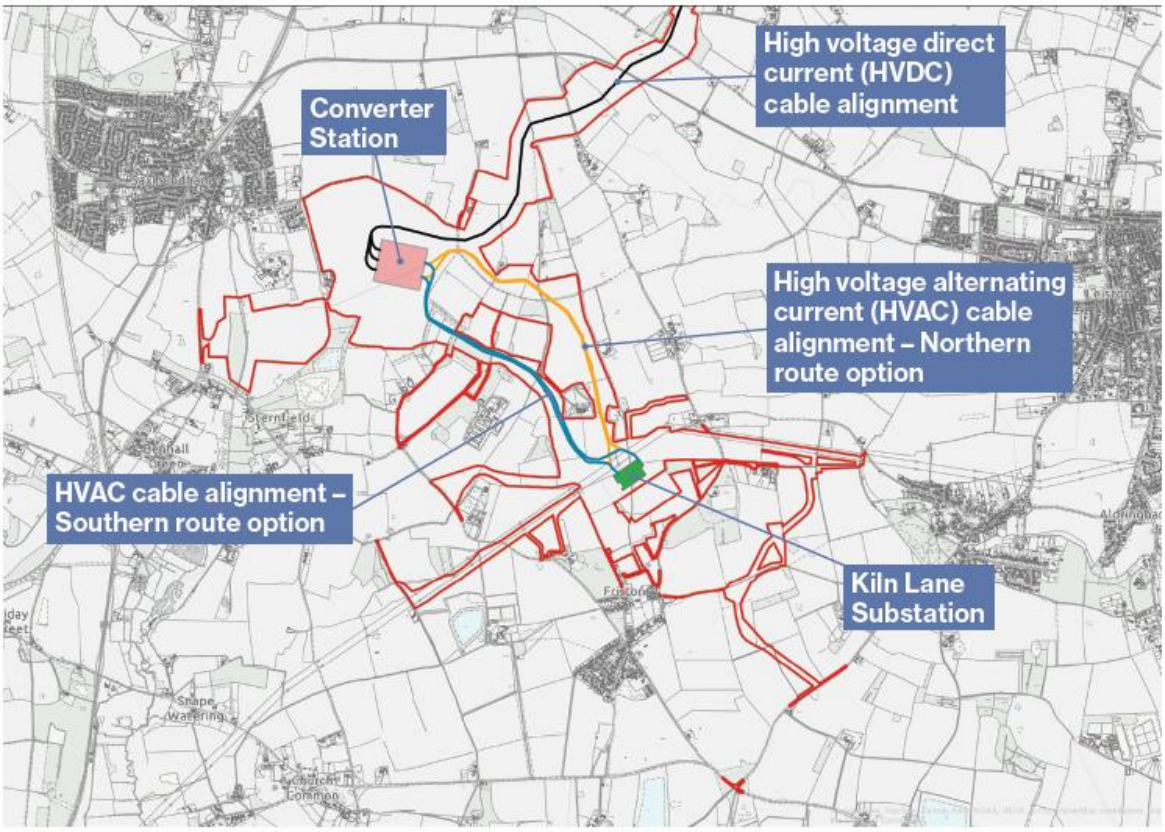
Onshore proposals 3 – Theberton to Saxmundham



Key

- Draft order limits
- HVDC cable alignment
- HVDC cable alignment – Eastern route option
- HVDC cable alignment – Western route option

Onshore proposals 4 – Saxmundham to Friston



For the section of cable corridor between B1119 Saxmundham Road to Middleton Moor, we are considering two options:

- **Western route option** – where our cabling would be installed within its own route corridor.
- **Eastern route option** – which would enable us to co-locate cabling within the Sizewell Link Road.

We would like your feedback on both options, as well as the wider route.

You can find more information on the proposed underground HVDC cable corridor in the 'Our proposals' section of the project overview document.

4. Do you have any comments on the proposed underground HVDC cable corridor (incorporating the section of optionality with the Eastern route and the Western route), including on the points listed below?

- **Cable route alignment**
- Cable installation methods
- Draft Order Limits for this section
- Environmental impacts and how they would be managed
- Effects on land and property
- Coordination with other Nationally Significant Infrastructure Projects (NSIP) proposals
- Any other considerations

Please add your comments:

The County usually encourages developers to coordinate their efforts and if the cable route can follow closely the HVDC routeing option that closely follows part of the Sizewell link road without prejudicing the commissioning of that project then in principle that approach would be preferable as opposed to continuing across unspoilt farmland.

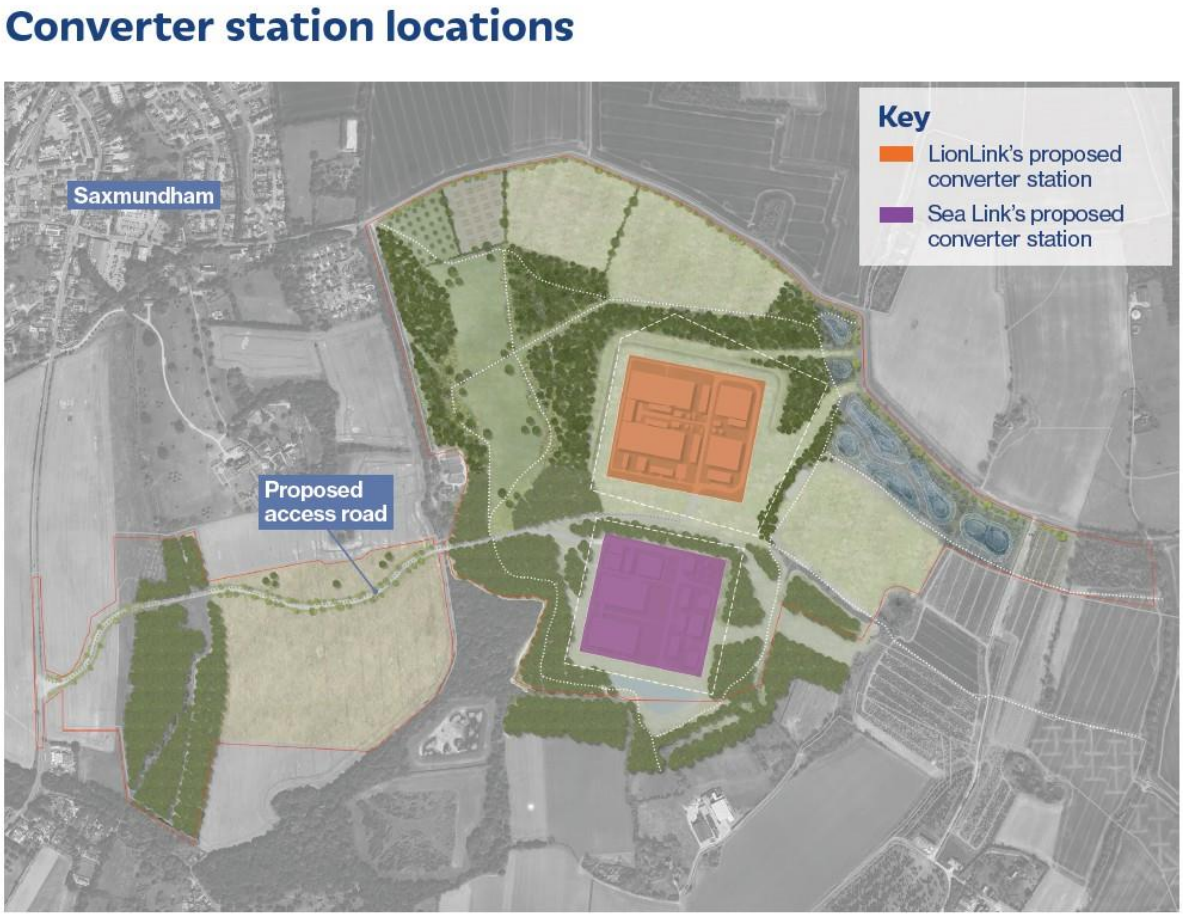
Converter station

LionLink would build a converter station to change electricity from direct current (DC) to alternating current (AC), so it can connect to the grid. An onshore connection is essential to link the electricity into the UK's existing grid infrastructure.

We've chosen a site east of Saxmundham for the converter station.

This site is also being considered by Sea Link for their own converter station. You can find more information on the proposed converter station in the 'Our proposals' section of the project

overview document.



5. Do you have any comments about the proposed converter station, including on the points listed below?

- Location
- Draft Order Limits for this section
- Construction impacts
- Operational impacts
- **Potential for co-location with Sea Link**
- **Access arrangements for the site**
- Any other considerations

Please add your comments:

The proposed converter station at Saxmundham would be countersunk into the ground but nevertheless would be a very large building that would initially give rise to significant adverse visual impacts. However, a comprehensive landscaping scheme is proposed for that site which would over time soften the appearance of the building and surrounding equipment and eventually totally obscure it at least from some viewpoints. The converter station will potentially share the site with a similar converter station for the NGET Sealink

development. The landscaping proposals do however take account of that scheme. The proposed landscaping scheme is to be commended as it seeks to recreate the earlier agricultural landscape with hedgerows, trees, woodland, wetlands and areas for public access.

It is noted that LionLink proposes using the same highways access route to the Saxmundham Converter Station site as Sealink, which would involve using the existing road bridge over the railway at Benhall and a new permanent road bridge over the River Fromus. Questions remain over the structural integrity of the Benhall Bridge and the private haul route which would cross the Fromus would impact on the setting of Hurts Hall.

Lionlink construction is highly likely to have a detrimental impact on Suffolk's ability to respond effectively to a radiation incident at Sizewell B due to the impact on the local highways network. This is a cumulative impact with other NSIPs and further work is required to identify potential mitigation.

We are considering different approaches to the external design of the proposed converter station, east of Saxmundham.

You can read more information about these approaches and how each one would affect the appearance of the proposed converter station in the 'Our proposals' section of the project overview document.

6. Which of the following design approaches would you like us to explore further in the next phase of design? Please select all that apply.

Agricultural Approach

The Council considers that because of the scale of the converter station, the simplicity of shape and materials of modern agricultural/ industrial buildings, could seem visually uninspiring and disproportionate in scale, even with feature gables and enhanced cladding.

Enhanced Facade

While visually striking in its appearance, the Council considers that the illustrated Enhanced Facade on a cuboid building mass would be too urban for the rural context the converter station is located in. The Council also has reservations as to whether the proposed metal rainscreen layer would be able to link the new buildings to the local vernacular and be reminiscent of flint buildings.

Curved Roof

The curved roof design appears to be combining some positive elements of modern, agricultural buildings with a more contemporary design, which responds to the gently undulating surroundings and softens the appearance of the structures, as shown in the East Elevation. In the North Elevation, the difference to the agricultural approach becomes less pronounced.

The Council considers that, combined with sensitively chosen of materials and finishes, this design approach may be able to deliver modern infrastructure with a sympathetic and location-appropriate appearance. The Council therefore considers that this approach should be further explored.

Fragmented Forms

The Council considers that the Fragmented Forms approach is related to the Agricultural approach.

While the concept of fragmented forms is alluring, the Council is concerned that the final designs for the fragmented forms and material choices would result in a design that sits less well in the landscape and might even be jarring.

Conclusion

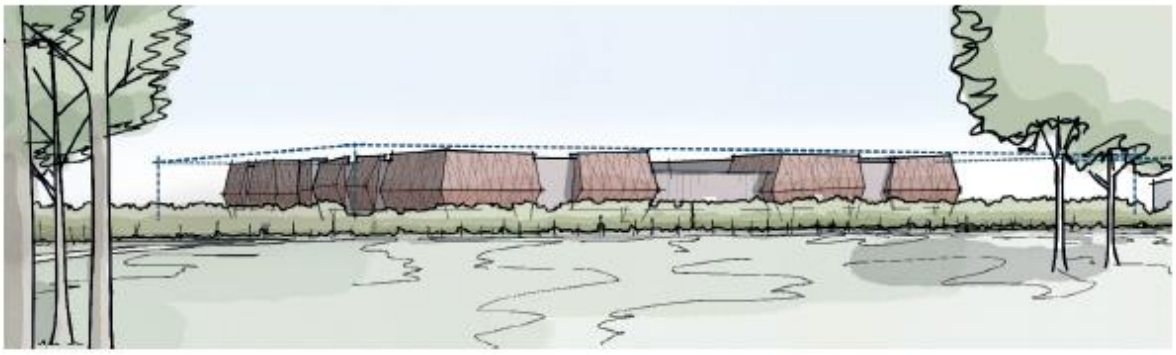
Overall, the Council considers that the Curved Roof approach promises to be the most sympathetic, yet unapologetic approach. Elements of the other approaches, such as facade treatments and detailing could be incorporated, especially on elevations, where the curvature of the roof is not visible

Agricultural approach

Enhanced façade

Curved roof

Fragmented forms

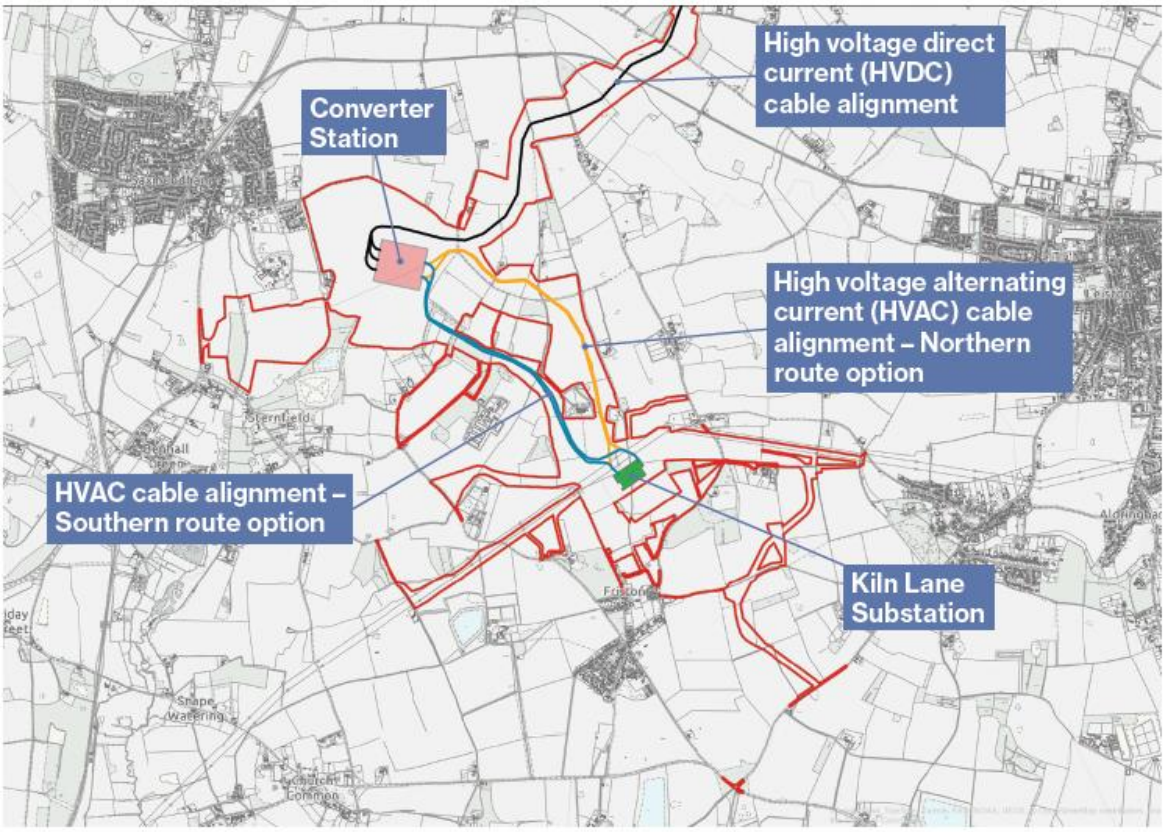


Underground HVAC cable corridor

We are considering two possible route options for the proposed underground HVAC cable corridor that would connect the proposed converter station to Kiln Lane Substation:

- **Southern route option -** this route would head northwest from the Kiln Lane Substation, crossing agricultural fields before entering the proposed converter station from the southeast. This option would allow us to coordinate cabling with Sea Link.
- **Northern route option** – this route would run under the B1119 Saxmundham Road to the north, through agricultural fields heading west. It then crosses under the B1119 Saxmundham Road for a second time, to head southwest into the proposed converter station. This option would not allow for us to coordinate cabling with Sea Link. However, this option presents reduced environmental impacts compared to the southern route option as it would avoid existing woodland, properties, underground infrastructure, and sensitive agricultural land.

Onshore proposals 4 – Saxmundham to Friston



You can find more information on these options in the 'Our proposals' section of the project overview document, and a more detailed description is available in Chapter 2 of the PEIR.

We would like your feedback on both of these options.

7. Do you have any comments on the Southern route option for the proposed Underground HVAC Cable Corridor, including on the points listed below?

- Cable route alignment
- Cable installation methods
- Draft Order Limits for this section

- Environmental impacts and how they would be managed
- Effects on land and property
- **Potential for co-location with Sea Link**
- Whether this is your preferred option of the two routes and why
- Any other considerations

Coordination is normally the chosen option unless significant adverse environmental impacts would occur as a result.

Please add your comments:

8. Do you have any comments on the Northern route option for the proposed Underground HVAC Cable Corridor, including on the points listed below?

- Cable route alignment
- Cable installation methods
- Draft Order Limits for this section
- Environmental impacts and how they would be managed
- Effects on land and property
- **Whether this is your preferred option of the two routes and why**
- Any other considerations

Please add your comments:

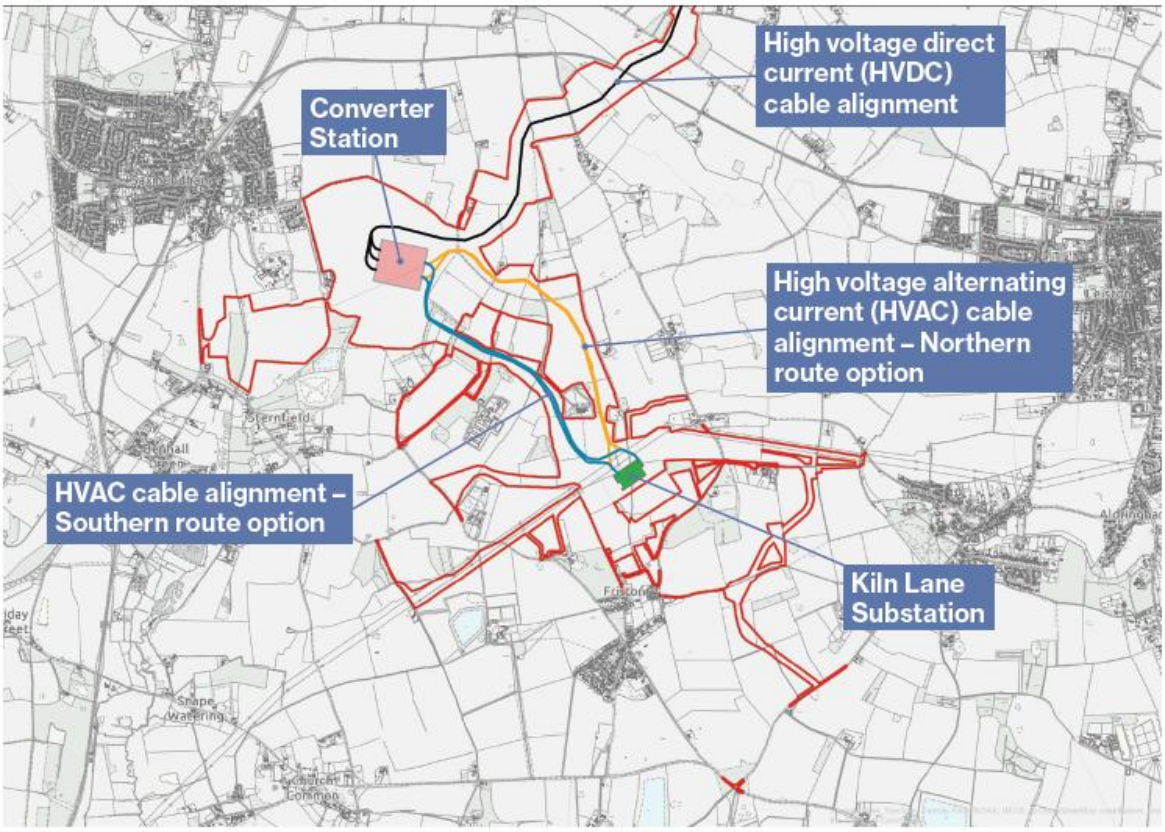
If significant adverse environmental impacts of coordinating with Sealink can be avoided then this would be the preferred route.

Kiln Lane Substation

LionLink plans to connect to the Kiln Lane Substation in Friston. Kiln Lane Substation already has development consent as part of ScottishPower Renewables (SPR) East Anglia ONE North (EA1N) and East Anglia TWO (EA2) offshore wind projects. We anticipate that construction of the substation would be complete by 2028.

If Kiln Lane Substation has already been built, we would only seek approval for any changes required to the existing facility to connect LionLink. In the event that Kiln Lane Substation is not yet built, we would seek approval to build the full Substation.

Onshore proposals 4 – Saxmundham to Friston



You can find more information on Kiln Lane Substation in the 'Our proposals' section of the project overview document, with further information available in Chapter 2 of the PEIR.

9. Do you have any comments on Kiln Lane Substation, including on the points listed below?

- **Construction impacts**
- Draft Order Limits for this section
- Operational impacts
- Access arrangements for the site

- Effects on land and property
- Any other considerations

Please add your comments:

The Kiln Lane substation was consented as part of the Scottish Power Renewables (SPR) East Anglia North One and Two offshore wind farms Development Consent Orders. These projects are currently under construction and include the NGET substation which would provide a connection to the wider national electricity grid with some additions required for Lionlink. The NGET Sealink proposal currently undergoing Examination in Public also proposes to connect to the same substation. One of the challenges is that should these and further consents be forthcoming, connecting those schemes without destroying SPRs consented landscaping scheme.

Our offshore proposals

LionLink's proposed offshore scheme would run from the proposed landfall site at Walberswick, across the North Sea, to the boundary between the UK's EEZ and the Dutch EEZ. **This is outlined in the map below**. From there, it would continue towards the Dutch offshore converter station and wind farm, covering a distance of approximately 182km.

You can find more information on the offshore proposals for LionLink in the 'Our proposals' section of the project overview document. A more detailed description is provided in Chapter 2 of the PEIR.

Offshore map

Key

Marine draft order limits

Exclusive Economic Zone boundary

10. Do you have any comments on the proposed offshore HVDC cable corridor, including on the points listed below?

- **Route alignment**
- Cable installation methods
- Draft Order Limits for this section
- Environmental impacts and how they would be managed
- Any other considerations

Please add your comments:

It is noted that an alternative offshore cable route is proposed to avoid a newly designated sand and gravel extraction area. The County supports the avoidance of offshore gravel extraction areas which make a valuable contribution to meeting local, regional and national need for aggregates.

Construction

We expect construction of LionLink to begin in 2028, with the project operational by 2032.

You can find more information on our proposed construction methods in the project overview document. Chapter 2 of the PEIR provides further detail of our planned construction activities, including the potential phasing of works, typical working hours, and the use of temporary haul roads.

11. Do you have any comments on our approach to the construction of LionLink, including on the points listed below?

- **Environmental impacts**
- **Archaeology**
- **Public access/rights of way**
- **Drainage/flood risk**
- **Construction vehicles**
- **Construction areas**
- **Construction methods**
- Disruption to land use
- Any other considerations

Please add your comments:

There are multiple large scale infrastructure projects located within the East Suffolk area. Restricted working hours avoiding Saturday afternoons, Sundays and Public Holidays is seen as being essential in order to provide a period of respite to local residents.

In a similar vein a two-stage management plan process is recommended whereby an outline plan is approved alongside the Development Consent Order. The detailed stage would then apply to the various phases of the development.

Environment

As part of our statutory consultation, we have produced a PEIR, which is accompanied by a non-technical summary.

The PEIR explains how we're currently assessing any environmental impacts linked to the construction and operation of LionLink, and our approach to mitigating impacts.

As part of our application for development consent, we will also produce an Environmental Statement that builds on the PEIR.

12. Do you have any comments on our approach to assessing environmental impacts linked to the construction and operation of LionLink, as described in our PEIR and the non-technical summary?

Please add your comments:

Please refer to the Council's detailed comments from technical areas

13. Do you have any comments on how we should reduce or manage environmental impacts linked to the construction and operation of LionLink, including on the points listed below?

- **Specific impacts to be mitigated**
- **Types of mitigation to be used**
- **Opportunities for environmental benefits**
- Any other considerations

Please add your comments:

The temporary impacts arising during construction of multiple projects on local communities is of concern. This impact can be the result of normal construction activities caused by construction vehicles, construction workers vehicles and other fixed and mobile plant. Issues such as road closures, destruction of trees and hedgerows, flooding from construction sites during heavy rain, pollution of water courses, noise and light pollution, and mud on the road can be an issues. Once built, if inappropriately designed, projects may continue to cause anxiety as a result of noise creep, planting failures and poor design.

The aforementioned two stage management plan approach would, providing the fundamentals of the project are good, help avoid many potential pitfalls. Fundamentals would include restricted working hours.

Coordination with other projects

We are working closely with the developers of other projects in the area, including National Grid Electricity Transmission's (NGET) Sea Link, EDF Energy's Sizewell C, SPR's East Anglia ONE North and East Anglia TWO, and BNRG Renewables' Helios Energy Park. Our aim is to minimise environmental and community impacts by coordinating construction activities and mitigation measures wherever possible.

NGV and NGET are also working together to co-locate infrastructure for LionLink and Sea Link. This includes identifying a shared converter station site east of Saxmundham and a potential shared underground HVAC cable corridor.

You can find more information on our approach to coordination with other projects in the 'Coordination with other projects in the area' section of the project overview document. Chapter 28 of our PEIR also explains the cumulative impacts of LionLink and other planned developments in the area, and how we plan to mitigate impacts.

14. Do you have any comments on our approach to coordination with other projects, including on the points listed below?

- **Construction scheduling**
- **Construction impacts**
- **Co-location of a converter station**
- **Co-location of cable routes**
- Any other considerations

Please add your comments:

The aspects listed above are all relevant and help minimise impacts upon the local area.

Community benefit

NGV is committed to being a good neighbour. In line with the Government's Community Benefit Framework published in March 2025, we are proposing a community benefit package that reflects the recommended £530,000 to be granted per proposed converter station. This funding would be provided by NGV and made available when construction of LionLink begins, should it receive approval.

To help us deliver community benefit programmes that work for your area, we are keen to hear your views. We are particularly interested in your ideas about how future community benefit funding should be distributed and what types of local initiatives we should support.

You can find more information on our plans in the 'Community benefit' section of the project overview document.

15. Do you have any comments on our approach to community benefit, including any suggestions for how the funding could be used?

Please add your comments:

Suffolk County Council has actively engaged with government and others, including National Grid, on the issue of community benefits for several years. The provision of community benefits is a recognition that host communities are bearing a load, in that they are living with substantial new infrastructure and change, on behalf of the rest of the population.

However, it is not sufficient to just hand out community benefits. Benefits will only be accepted and supported if the process by which they are delivered is genuinely participatory, creating the opportunity for a productive dialogue between project promoters and communities.

There is also a need to ensure that the National Grid Group makes a coordinated community benefit to communities around the three qualifying substations/ converter stations in the Friston/Saxmundham area.

It may be helpful for the applicant to consider this response to another National Grid Project https://www.suffolk.gov.uk/asset-library/community-benefits-response-bramford-to-twinstead-redacted.pdf

The provision of community benefits is a recognition that host communities are bearing a load, in that they are living with substantial new infrastructure and change, on behalf of the rest of the population. However, it is not sufficient to just hand out community benefits. Benefits will only be accepted and supported if the process by which they are delivered is genuinely participatory, creating the opportunity for a productive dialogue between project promoters and communities.

Consultation

Our statutory consultation aims to give local communities and stakeholders plenty of opportunities to learn about our proposals and provide their feedback.

The statement of community consultation document explains all of the steps we are taking to promote the consultation and encourage people to get involved in our proposals.

16. Do you have any comments on the delivery of our statutory consultation, including on the points listed below?

- Events
- Webinars
- Materials
- How the consultation is being publicised
- Any other considerations

Please add your comments:

The Council have not been made aware of any specific issues so far.

17. Further Comments

Please use the space below to tell us anything else about LionLink that you would like us to consider.

Please refer to the detailed comments submitted by the Council's technical areas.

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