

LIONLINK PROJECT

Supplementary
Non-Statutory Consultation
Briefing Document

September 2023



LIONLINK



ABOUT LIONLINK

To support the UK's growing energy needs, National Grid Ventures (NGV) is bringing forward proposals for a new electricity link between Great Britain and the Netherlands. In April 2023, EuroLink was renamed LionLink to better reflect our Anglo-Dutch partnership. The fundamentals of the project remain the same, it is only the name that has changed.

A non-statutory consultation on the LionLink project was held between October and December 2022. We have reviewed the feedback received during the consultation and have used it to inform the refinement of our proposals.

As part of this refinement process, we have identified an alternative landfall site at Walberswick and an alternative onshore underground cable corridor to the north of Southwold. We are holding this supplementary non-statutory consultation on these new alternative options to provide an opportunity for you to feedback. This feedback will help us further refine our options before undertaking our statutory consultation.

This supplementary non-statutory consultation will be taking place for 8 weeks, from Friday 8 September 2023 - Friday 3 November 2023.

This briefing summarises feedback received from the non-statutory consultation last year and how this has informed the refinement of our options. It also provides an overview of the newly identified alternative options and why they are being considered.

This supplementary consultation process is primarily focussed on the new alternative options. We welcome comments and feedback on other options, particularly if you were not able to provide feedback last year. All previous feedback has been received and documented.

EuroLink becomes LionLink

In April 2023, EuroLink was renamed LionLink to better reflect our Anglo-Dutch partnership. The fundamentals of the project remain the same, it is only the name that has changed.

LIONLINK PROPOSALS

LionLink proposals

LionLink will be the first electricity link of its kind between Great Britain and the Netherlands enabling the cross-border flow of electricity and the direct connection to Dutch offshore wind:

- Potential to supply up to 1.8 gigawatts (GW) of electricity, which would be enough to power approximately 1.8 million homes.
- Delivering increased interconnector capacity by 2030 towards Government targets, including the target of 18GW of interconnector capacity by 2030.
- Strengthening our national energy security.
- Supporting the UK and Europe's climate and energy goals.
- Boosting competition in the energy market and improving the affordability of energy.

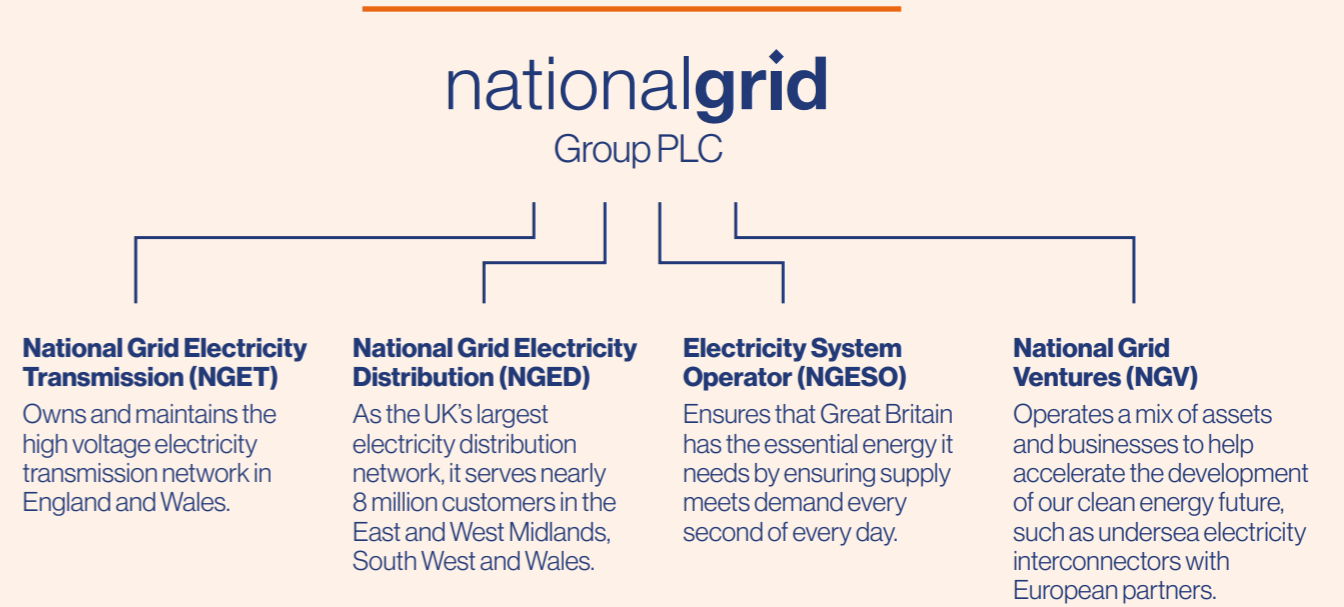


National Grid Ventures

Proposals for LionLink are being developed by National Grid Ventures (NGV) and our partner in the Netherlands, TenneT.

NGV is part of National Grid Group, which is one of the largest investor-owned energy companies in the world and plays a vital role in connecting people throughout Great Britain to the energy they use.

NGV operates and invests in energy projects, technologies, and partnerships to accelerate the development of a clean energy future.



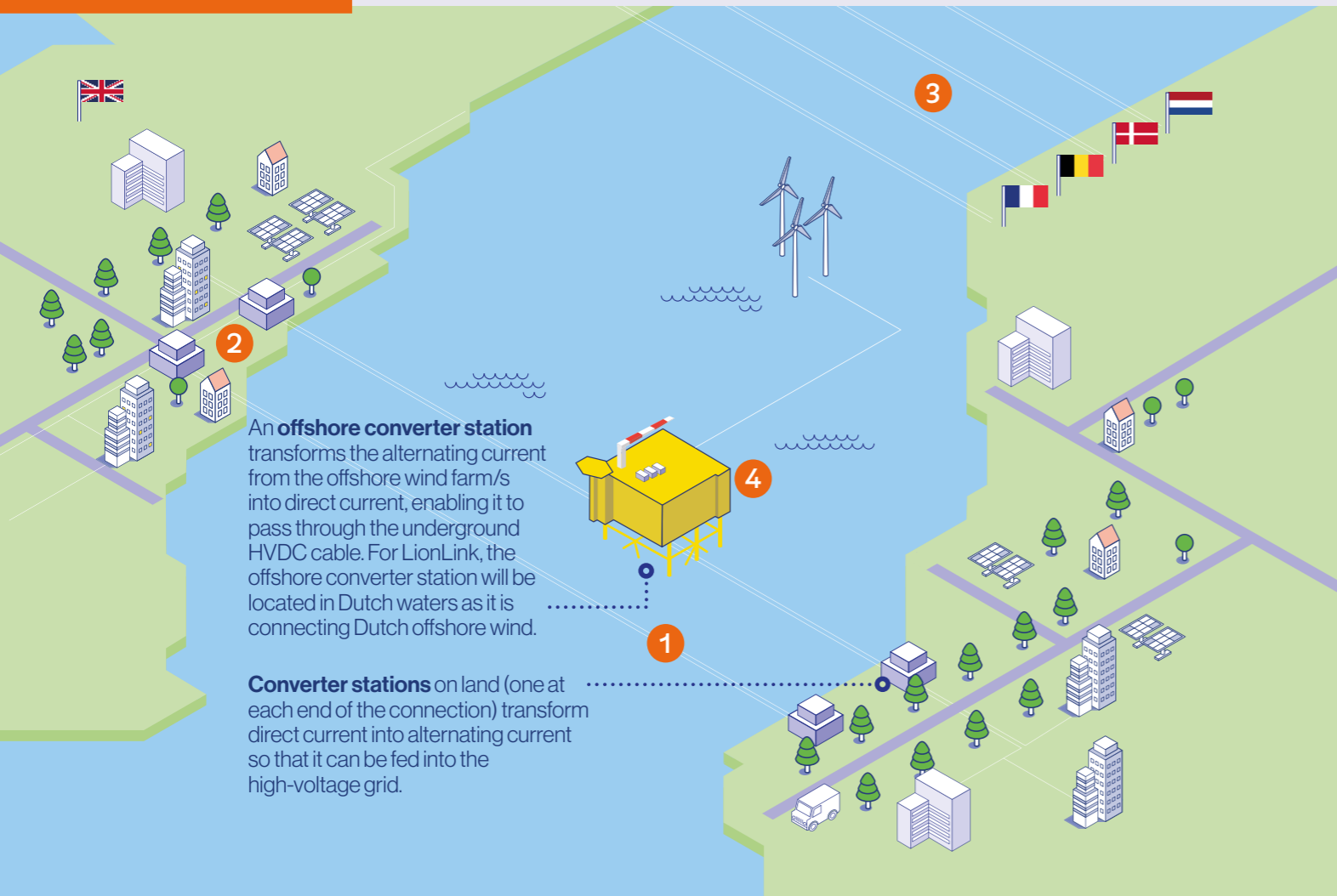
There are four distinct electricity business entities under the umbrella of National Grid, as detailed in the diagram above, all with different roles and responsibilities.

NGV is a legally separate entity to National Grid Electricity Transmission (NGET), Electricity System Operator (NGESO) and National Grid Electricity Distribution (NGED), which are subject to separate regulations.

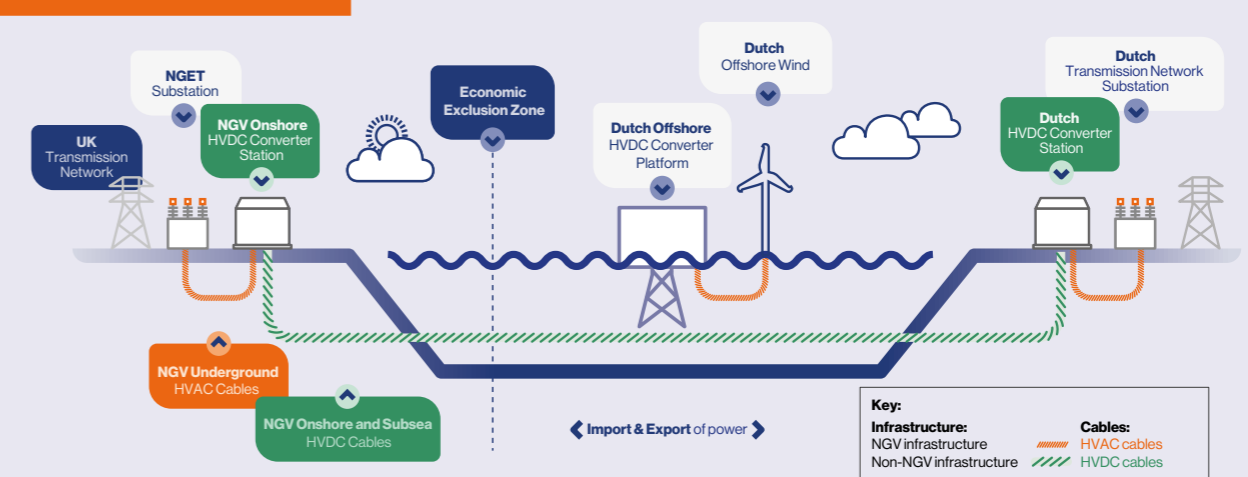


NGV has partnered with TenneT, the Dutch Transmission System Operator (TSO), to deliver the LionLink project.

HOW DO INTERCONNECTORS WORK?



WHAT INFRASTRUCTURE WILL BE REQUIRED TO DELIVER LIONLINK?



LionLink will transmit electricity under the North Sea through underground subsea cables, which will come onshore at a landfall point. The electricity will then be transmitted via underground cables to the converter site.

Offshore infrastructure

LionLink will connect Great Britain and the Netherlands via subsea cables, which will have capacity to connect to Dutch offshore wind via an offshore converter station.

The offshore converter station will be in Dutch territorial waters and will be owned by TenneT. The Exclusive Economic Zone (EEZ), represents the boundary between Dutch and British territorial waters.

Required onshore infrastructure

Landfall

Landfall is where the subsea cables are brought onto the land and are connected to the onshore cables.

Underground cabling

All the cables will be buried underground from the landfall site to the converter station and then underground again from the converter station to the substation. The cabling will have ground access points along the route but will otherwise not be visible along the cable route.

Onshore infrastructure

Ahead of a future Development Consent Order (DCO) application, the options presented during this consultation will be refined to identify the final:

- Landfall site
- Underground HVDC cable corridor from the landfall location to the converter station
- Converter station
- HVAC cable corridor from the converter station to the substation
- At the substation, the LionLink project will connect to the National Electricity Transmission System.

Converter station

At the converter station, the electricity will be transformed from high voltage direct current (HVDC) into high voltage alternating current (HVAC), which is necessary to enable the electricity to be fed into the transmission network.

The typical footprint for a converter station site covers an area of five hectares (12 acres), with an additional two hectares for the construction service areas. This includes space for the converter station building. However, we are at the early stages of design and further details will be published in due course.



IDENTIFYING ONSHORE INFRASTRUCTURE OPTIONS FOR 2022 NON-STATUTORY CONSULTATION

To identify potential locations for the onshore infrastructure, areas of search for potential converter site locations were based on a 5km radius from the proposed Friston substation. This will ensure as short as possible High Voltage Alternating Current (HVAC) connection between the two sites.

In searching for potential landfall locations, we explored the coastline from Aldeburgh to Lowestoft. We undertook further assessments of potential siting and routing options to identify a shortlist of the most suitable converter station sites, landfall site options and cable corridor options.

To select the most suitable options, we considered potential impacts, including on the following:

- National and Local Development Plan policies
- Suffolk Coast and Heath Area of Outstanding Natural Beauty (AONB) and Heritage Coast
- Public rights of way, byways and cycle routes
- Residential properties, existing infrastructure and future developments
- Local heritage and archaeological assets
- Environmentally designated sites and sensitive features
- Flood risk
- Shipping and vessel activity
- Commercial fishing and recreational usage
- Marine archaeology.



OUR 2022 NON-STATUTORY CONSULTATION

We held an eight-week non-statutory consultation with a mixture of in-person and digital activities, which included:

- Sending out over 15,000 consultation leaflets to properties and businesses in the area.
- Holding five in-person community events in Leiston, Saxmundham, Aldeburgh, Reydon and Dunwich.
- Location-specific social media advertising via Facebook and Instagram.
- Hosting two community webinars and a virtual exhibition of our project proposals on our dedicated project website.
- Meeting political representatives and local community groups.
- Publishing an advert in the Eastern Daily Press.
- Being available via our dedicated communication channels (phone line and email), which remain open for enquiries:

info@lionlink.nationalgrid.com
0800 083 1787



The consultation took place from Monday 24th October until Sunday 18th December 2022. We would like to thank the local communities, businesses, elected bodies and community groups who came to our events and provided feedback.

During this time:

234

feedback responses were received from community members and stakeholders, including town and parish councils, and Members of Parliament.

87

people attended our community webinar events.

8,006

views of our website and virtual exhibition.

535

people attended our in-person community events.



YOUR FEEDBACK SO FAR

The 2022 non-statutory consultation provided an opportunity for people to view and comment on our initial siting and routing options. We have produced a report summarising the feedback received in the 2022 non-statutory consultation – this provides more detail and is accessible on our dedicated project website: www.nationalgrid.com/lionlink

The feedback has given us valuable local community insights into matters such as climate change, land quality, landscape, local ecology, tourism, archaeology, local heritage, flood risk and traffic.

The feedback has helped us identify some recurring themes about what the public want from this project.



56%
of respondents either **"Agree"** or **"Strongly agree"** that delivering the energy infrastructure required to achieve net zero should be a national priority.

By analysing the responses, the project team has identified three key themes emerging in the feedback received:



1 Preference for coordinated infrastructure options

More residents supported developers working together than opposed it. There was significant support for developers to explore working together to deliver an offshore solution, whereby no onshore infrastructure is required in East Suffolk. They also suggested identifying a brownfield site closer to London for any necessary onshore infrastructure.

NGV received a connection agreement for a new substation in the Leiston area. For LionLink, we have assumed that the point of connection will be at the proposed Friston substation, as this benefits from an existing consent and provides the opportunity for additional projects to connect, subject to further consent.

There was some agreement that one landfall for multiple projects might help to reduce cumulative impact in the area.



2 Avoiding protected areas

Many respondents wanted to see Government policy refocus toward more offshore infrastructure and away from protected areas, including AONB and SSSIs, with converter station sites and substations on brownfield land closer to London, which are perceived to need the energy more. This was related to the impact on local ecology and biodiversity, as well as the lack of suitable identified landfall locations due to their protected status.

The consultation was focussed on the onshore infrastructure and did not include detailed offshore constraints.



3 Cumulative impact on local communities

Concerns were raised about the potential for adverse cumulative impacts of several major new infrastructure projects planned in East Suffolk, including LionLink, Sizewell C, EA1/EA2 and Sea Link, particularly on highways. Most concerns related to ongoing construction traffic.

There were concerns about the potential negative impact that this ongoing construction traffic would have on the local tourist industry, which benefits from historic villages and towns. Some questioned how the local community would benefit directly from the project.

HOW WE HAVE RESPONDED TO YOUR FEEDBACK SO FAR

Following the 2022 non-statutory consultation, we are refining our proposals as follows:

- In response to feedback around traffic and access (particularly around Walberswick), an alternative landfall site at Walberswick has been identified, which could reduce access constraints and traffic impacts.
- An alternative onshore underground cable corridor to the north of Southwold has been identified, which may reduce impacts on designated sites of ecological importance.
- We are continuing to explore the potential for colocation of infrastructure in respect of landfalls, HVDC routes, converter station sites and HVAC routes, which aligns with feedback received calling for a more coordinated approach with other developers.

The original 2022 non-statutory consultation options alongside the newly identified alternative onshore underground cable corridor and landfall options are shown on the map adjacent. The original cable onshore route options are coloured red and the alternative options are coloured grey, and the landfall options are in green.

We are continuing to consider all remaining options, including analysing feedback, liaising with other projects in the area and undertaking further surveys, such as:

- Landscape and views
- Ecology and biodiversity
- Archaeology and local heritage
- Air, light and noise pollution
- Flood risk and water quality
- Health and community impacts
- Traffic and access
- Engineering.

Alternative Walberswick Landfall Site

Feedback received highlighted constraints at the initially proposed Walberswick landfall site (Landfall G). The project team sought to identify an alternative landfall location. The key considerations were to avoid the temporary loss of the beach carpark and beach huts during construction, reduce the impact of construction traffic on Walberswick, avoid the bridge crossing over the Dunwich River, and where possible reduce the potential impacts on designated sites.

The project team identified an alternative location (see Landfall G2) that avoids the river crossing, beach car park and beach huts, with the potential for a construction haul road that could mostly avoid Walberswick.

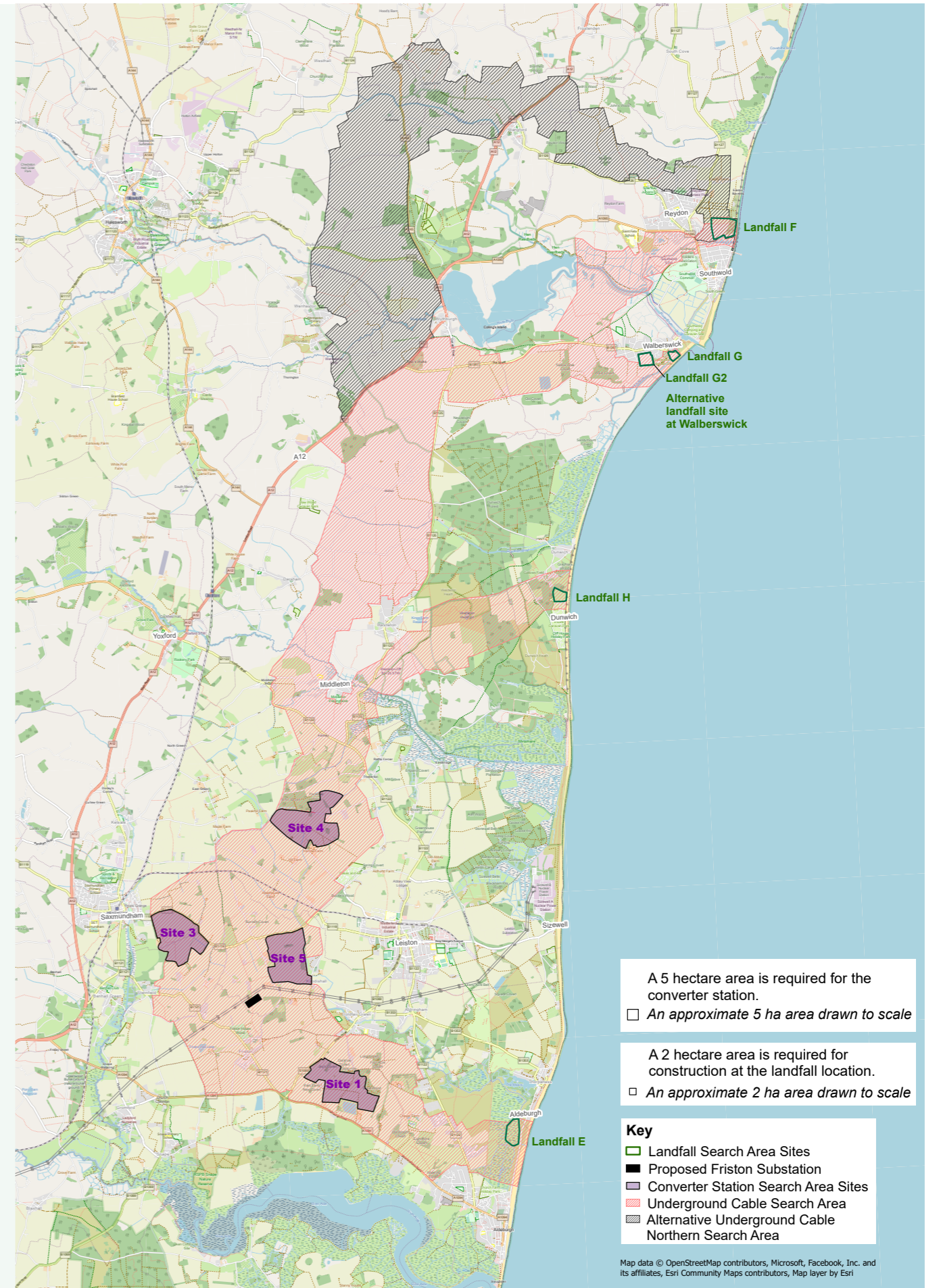
See detailed map on p16.

Alternative onshore underground cable corridor north of Southwold

Feedback highlighted concerns around the impact that the cable corridor may have on designated sites of ecological importance.

The alternative onshore underground cable corridor to the north of Southwold may reduce impacts on designated sites of ecological importance.

See detailed map on p17.



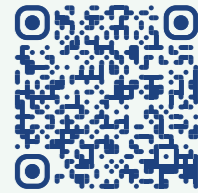
ALTERNATIVE WALBERSWICK LANDFALL SITE



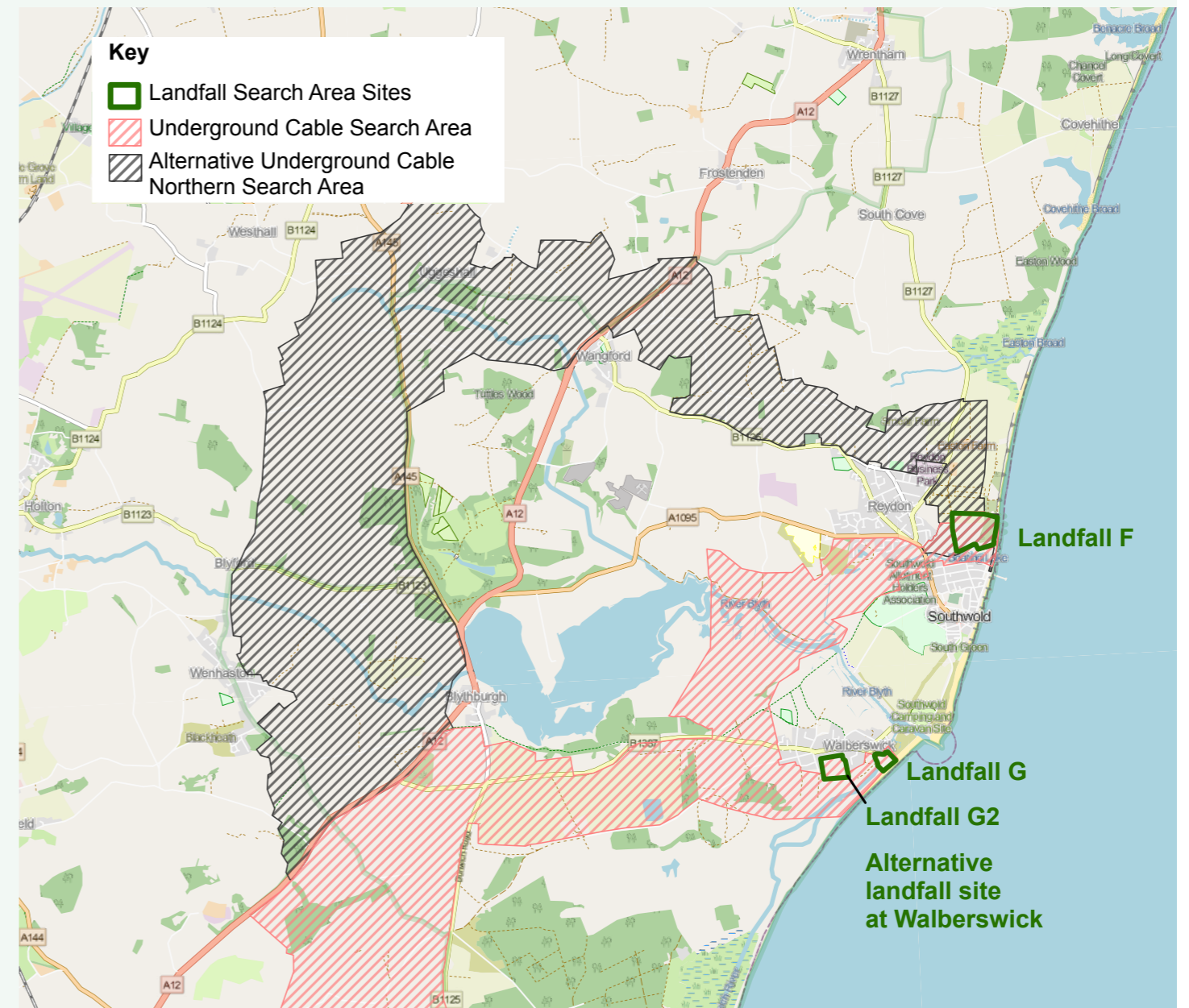
To view enlarged versions of the maps, please scan the QR code and see Map 8



ALTERNATIVE ONSHORE UNDERGROUND CABLE CORRIDOR NORTH OF SOUTHWOLD



To view enlarged versions of the maps, please scan the QR code and see Map 8



EXPLORING OPPORTUNITIES FOR COORDINATION

We are working closely with other developers in the area to explore opportunities to coordinate activities and minimise impact on local communities and the environment.

What could coordination look like?

Coordination could range from co-location of infrastructure from different projects on the same site, to coordinating construction activities to reduce potential impacts on local communities and the environment.

This is explored further under the subheadings on page 19:



Exploring opportunities for co-location

NGV and NGET are working collaboratively to explore opportunities to co-locate onshore infrastructure for the LionLink, Nautilus and Sea Link projects, including:

- up to three converter stations on one site
- shared underground cable route corridors
- Shared landfall and underground cables are possible.

We welcome feedback from local communities whether co-location is a preferred option. Further engineering studies and assessments are being progressed to understand if co-location of landfalls and shared underground cable route corridors are possible.

NGV is continuing to explore a possible alternative location for Nautilus. Until this is confirmed to be viable, Nautilus will be included as part of our co-ordination work.

Coordination during construction

As the project is refined and a more detailed construction programme developed, we will explore opportunities to coordinate construction activity between LionLink and other developers in the local area. Coordination could include aligning specific works to reduce impacts on the environment and local communities, alongside re-using materials, sharing site compounds, landscaping and mitigation opportunities and how we invest in communities.



OUR CONSULTATION

Our consultation starts on Friday 8 September 2023 and will run for eight weeks, closing on Friday 3 November 2023.

Your feedback will help us identify our preferred locations for landfall sites, cable routes and converter station sites.

There will be three in-person exhibition events and a dedicated project website that will host a digital version of the exhibition materials and feedback form:

Have your say

You can access our consultation materials and provide your views in the following ways:

- In person by attending one of our events
- Online via our project website
- By post by writing a letter or completing a feedback form
- You can also email us, call us or write to us using the details on the back of this document

Community drop-in sessions

Reydon Friday 22 September 2023
14:00 - 20:00
Reydon Village Hall, Reydon, Southwold IP18 6RF

Walberswick Saturday 23 September 2023
10:00 - 16:00
Walberswick Village Hall, The St, Southwold IP18 6TZ

Leiston Friday 6 October 2023
14:00 - 20:00
Leiston Community Centre, Sizewell Rd, Leiston IP16 4JU

Webinars

We have also arranged two webinars, where the project team will provide an overview of the proposals and answer questions.

Dates and times for the webinars are provided below:

Webinar 1
Tuesday 17 October 2023
19:00 - 20:30

Webinar 2
Wednesday 18 October 2023
19:00 - 20:30



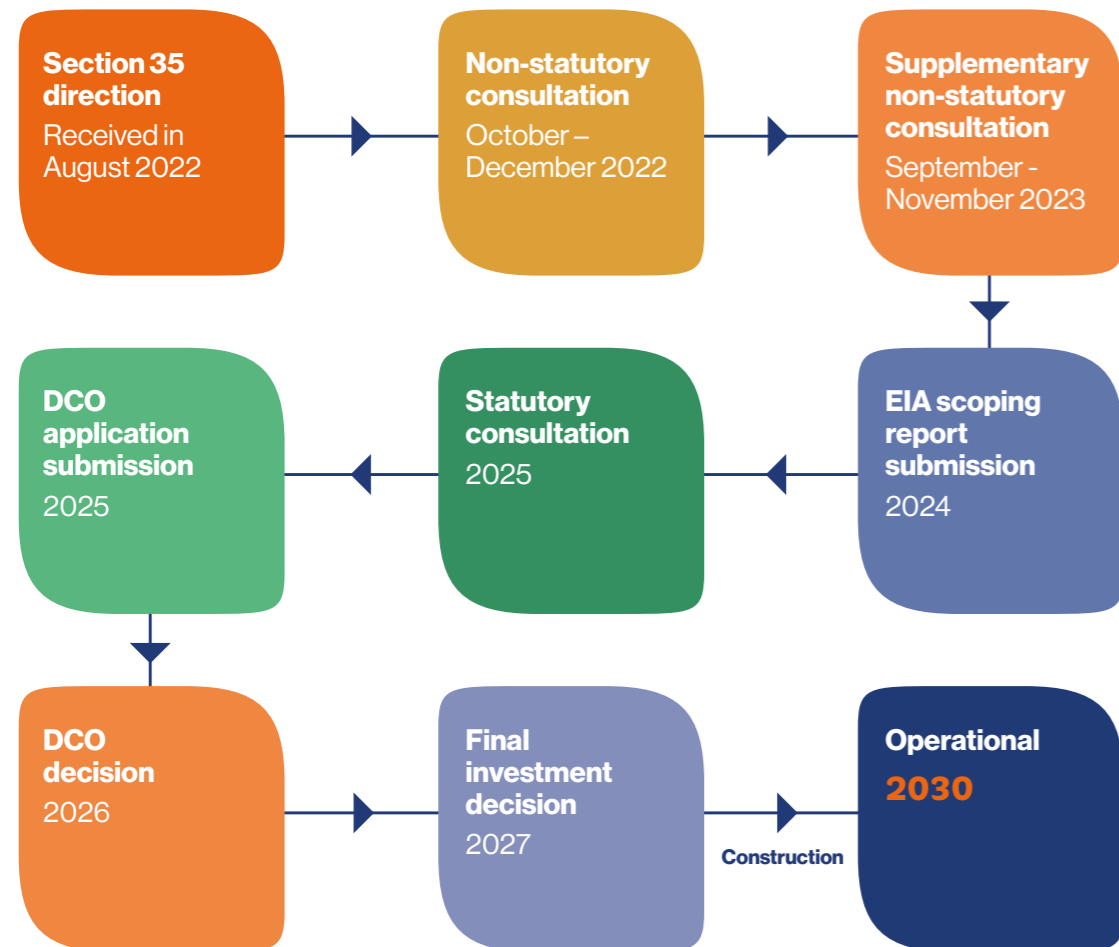
PROJECT TIMELINE AND NEXT STEPS

LionLink will require a DCO that would contain all primary permissions, powers, and consents necessary to enable the project to proceed.

A DCO application process brings together planning, land assembly, environmental and access matters for a proposed project within a single consultation, application, examination, and decision-making process, determined by the Secretary of State.

As part of this process, there will be a statutory consultation held in 2025 ahead of the final proposals being submitted as part of a DCO application.

The intended next steps are:





Contact us

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