

# National Grid Ventures: LionLink

## Frequently Asked Questions (FAQs)

September 2023



**LIONLINK**!

## Contents

These FAQs have been prepared for this supplementary non-statutory consultation. This is an updated version of the document prepared for the 2022 non-statutory consultation.

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## General

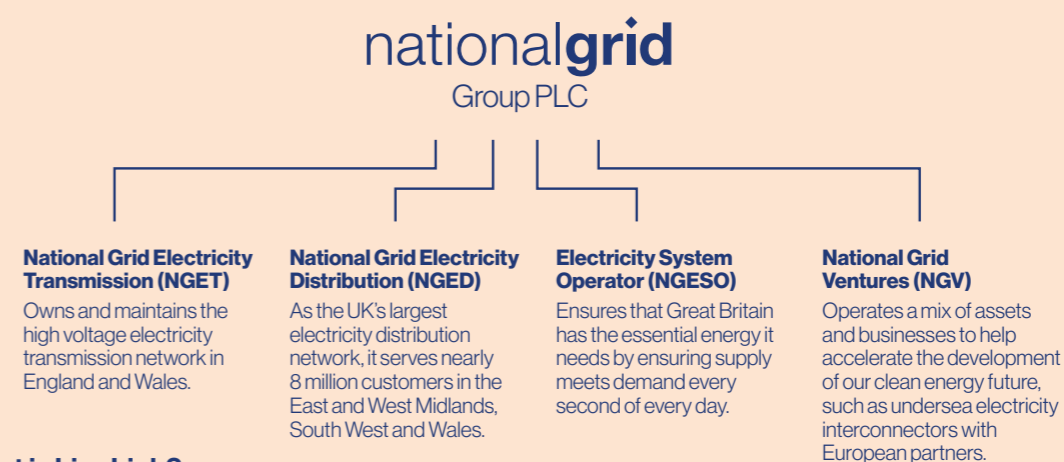
### Q1. What is National Grid Ventures (NGV)?

NGV is a division of National Grid plc that operates outside of National Grid's core regulated businesses in the UK and US where it develops, operates and invests in energy projects, technologies and partnerships to accelerate the development of our clean energy future.

NGV operates and maintains five electricity interconnectors – Britned, IFA, IFA2, Nemo Link and North Sea Link with a sixth interconnector nearing completion called Viking Link.

### Q2. What is the structure of National Grid and what do all the business units do?

There are four distinct electricity business entities under the umbrella of National Grid plc, as detailed in the diagram below, all with different roles and responsibilities. NGV is a legally separate entity to National Grid Electricity Transmission plc (NGET), National Grid Electricity System Operator (NGESO) and National Grid Electricity Distribution plc (NGED), which are subject to separate regulations. NGV operates and invests in energy projects, technologies, and partnerships to accelerate the development of a clean energy future.



### Q3. What is LionLink?

Formerly known as EuroLink, LionLink is a new electricity link between the UK and the Netherlands enabling the cross-border flow of electricity and the direct connection to Dutch offshore wind. LionLink will deliver a range of national benefits including:

- 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 HM 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.

### Q4. Who will be the decision-making authority for LionLink?

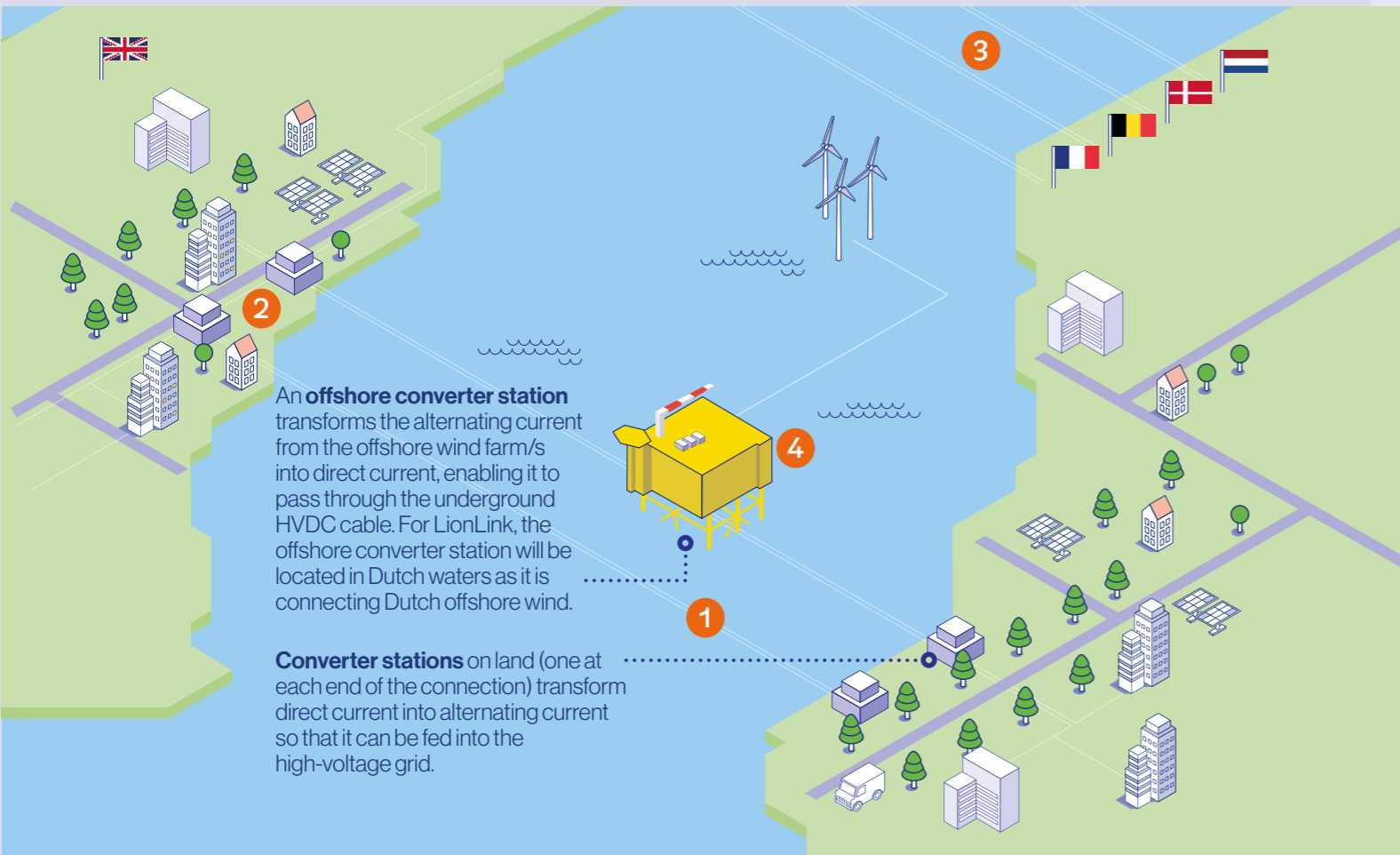
The final decision-maker for the project will be the Secretary of State for Energy Security and Net Zero. This is inclusive of terrestrial and marine environments up to the boundary of the Exclusive Economic Zone (EEZ) with the Netherlands.

NGV received a Section 35 Direction from the Department for Business, Energy and Industrial Strategy (now the Department for Energy Security and Net Zero [DESNZ]) in August 2022 that confirms LionLink will be treated as nationally significant and will therefore require consent under a Development Consent Order (DCO) according to the Planning Act 2008.

The DCO consenting process brings together planning, land assembly, environmental and access matters for a proposed project within a single consultation, application, public examination, and decision-making process.

## Interconnectors

### Q1. What is an interconnector and how does it work?



- 1 An interconnector is a subsea cable that enables the trade of electricity between Great Britain and neighbouring markets. An interconnector connects the transmission systems of two (or more) countries.
- 2 Interconnectors enable us to import and export energy depending on the needs of the market, including moving energy from where there is excess and the price is low to areas in need and where prices are high.
- 3 NGV currently has five interconnectors in operation: IFA and IFA2 to France, Nemo Link to Belgium, BritNed to the Netherlands, North Sea Link to Norway. A new interconnector is nearing completion called Viking Link, which will link to Denmark.
- 4 Whilst a traditional interconnector can only connect national transmission systems, LionLink's technology could also connect energy sources, such as offshore wind, to these transmission systems.

### Q2. Will the onshore infrastructure be different for LionLink compared to other interconnectors?

The onshore infrastructure for LionLink will be the same as other point-to-point interconnectors.

### Q3. Why do we need interconnectors?

Interconnectors are making energy more secure, affordable and sustainable for consumers. Great Britain has experienced success from existing interconnectors which have connected energy between Great Britain, Belgium, France, Ireland and the Netherlands.

By enabling the rapid transfer of electricity between markets, interconnectors enable us to import and export energy depending on the needs of the market and in line with market prices. Interconnectors are the perfect tool to support the intermittent nature of renewable energy and to help us support the network when demand is high.

### Q4. What is the difference between HVAC and HVDC?

HVAC stands for high voltage alternating current. HVDC stands for high voltage direct current.

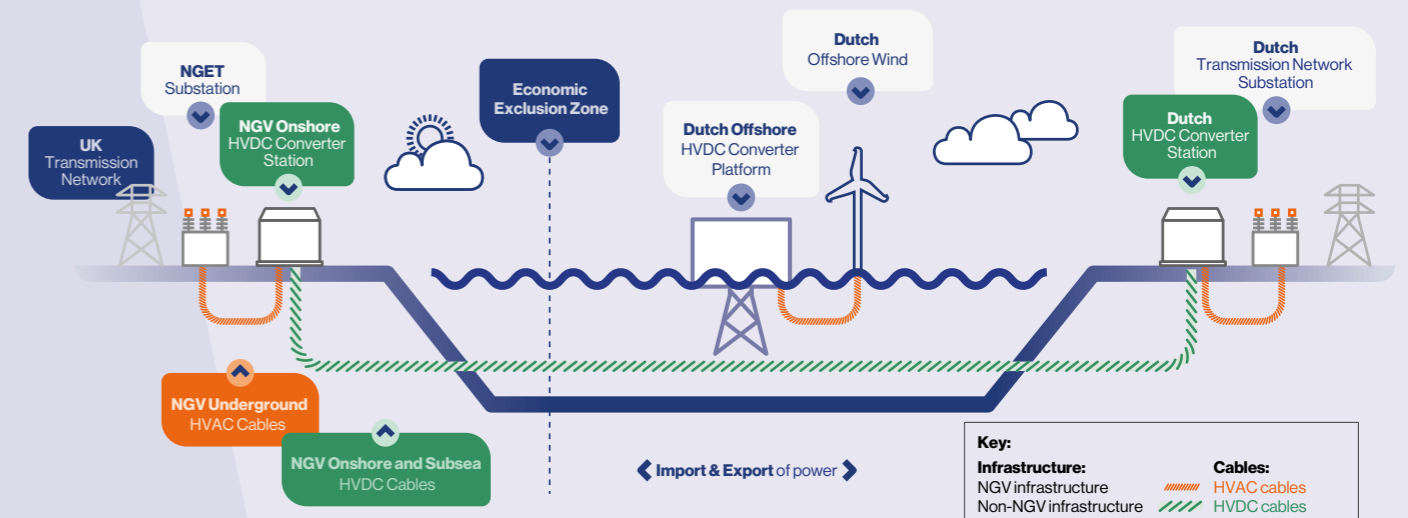
HVAC technology is the principle means of power transmission in all modern power systems. Most electrical power is generated, transported and consumed as alternating current. HVDC is an alternative technology that may be appropriate in some circumstances for bulk power transfer over long distances or between different grids, particularly under the sea.

As electricity used in homes and offices is consumed as alternating current, it is therefore necessary to convert the direct current back to alternating current, at a converter station site, for onward transmission in the national grid.

### Q5. Why use high voltage direct current (HVDC) for interconnectors?

Interconnectors use HVDC lines because it is more efficient when transmitting energy across long distances. Over long distances, there is less energy lost when using HVDC than when using high voltage alternating current (HVAC) cables. Given the link between Great Britain and the Netherlands will exceed 160 kilometres end-to-end, HVDC cables are being used for this project. HVDC also requires a much smaller number of cables than HVAC.

The diagram below indicates how LionLink will work and the infrastructure needed:



## Connection agreement and substation location

### Q1. Why does LionLink have to be in East Suffolk?

We applied for a connection point for LionLink to the National Grid ESO (NGESO), which undertook an appraisal process to identify a point of connection on its network. This included an assessment of environmental, technical, and cost factors, which concluded that East Suffolk was the best connection point. In 2017, NGV received a connection agreement from the NGESO to connect to a new substation in the Leiston area. NGV has continued to engage with NGESO throughout the development of the LionLink project. We have assumed that the point of connection will be at the proposed Friston substation, as this already benefits from consent. An alternative substation for LionLink in the Leiston area would introduce additional above ground infrastructure.

### Q2. Why was another substation not used?

Alternative substation sites were considered as part of the NGESO's grid connection process but were deemed less favourable than Friston due to a series of factors, such as technical and environmental challenges and cost, technical and environmental challenges.

The primary objective of the LionLink project is to deliver interconnection capacity by 2030 and support the UK's journey to net zero.

NGV would not be able to secure a grid connection at another substation location in time to 'meet government 2030 targets. Therefore, alternative substation locations do not represent feasible alternatives for the project.

### Q3. Is any additional infrastructure required at the proposed Friston substation to enable LionLink to connect?

Additional infrastructure may be required at the proposed Friston substation to facilitate the LionLink project. The additional infrastructure may be delivered through the DCO that LionLink promotes.

Decisions on changes and upgrades to the National Transmission System (NTS), which the proposed Friston substation will form part of, are made by National Grid Electricity Transmission (NGET) in its role as the Transmission Owner.

NGV remains in dialogue with NGET to understand any changes or upgrades which may be required to the NTS because of NGV's connection agreements.

### Q4. Why are alternative brownfield sites elsewhere not being considered for the LionLink converter station site?

Our initial siting and routeing work for LionLink is based on a connection at the proposed Friston substation, in line with our connection agreement.

For more information on why LionLink is looking for siting and routeing options in this part of East Suffolk, please refer to the question above 'Why does LionLink have to be in East Suffolk?'

### Q5. Why is the converter station proposed to be within five km of the substation?

NGV has identified possible converter station sites within a five km radius of the proposed Friston substation based upon its experience and industry standard requirements. NGV's approach is to develop economic and efficient cable routes in line with its statutory duties, having regard to its environmental obligations.

The most efficient technical solution is to locate the converter station as close to the proposed Friston substation as possible. This reduces the length of the high voltage alternating current (HVAC) cable circuits needed to connect the proposed Friston substation and the converter station. Longer HVAC cable routes result

in increased reactive power transmission losses which can require extra equipment in the converter station to compensate these losses. A five km radius reduces the likelihood of needing this extra equipment and therefore limits the land area required for the converter station.

In addition, HVAC cable routes typically require a larger working width than that of HVDC cables. A longer HVAC cable route between the converter station and the substation, therefore, has the potential to impact a larger area. Minimising the distance between the infrastructure helps reduce disruption and the land take required for cable burial.

### Q6. Why is LionLink assuming a connection to the Friston substation, when ScottishPower Renewable's (SPR) East Anglia ONE North (EA1N) and East Anglia TWO (EA2) are both under judicial review?

On 31 March 2022, the Secretary of State for Business, Energy and Industrial Strategy, awarded planning consent for EA1N and EA2 offshore wind projects ('EA1N and EA2') proposed by SPR, which includes a NGET substation at Friston.

EA1N and EA2 were granted development consent following recommendations from the Planning Inspectorate.

We are aware that the decisions on both EA1N and EA2 are currently subject to ongoing Judicial Review challenge; we continue to monitor the decision and will consider the final conclusions.

## Name change

### Q1. Why has the project's name changed?

In April 2023, EuroLink was renamed LionLink to better reflect the strong ties between UK and the Netherlands and our Anglo-Dutch partnership, which is important for the future of the North Sea powerhouse.

### Q2. Does the project's name changing have any impact on the project?

No - we would like to reassure you that the fundamentals of the project remain the same; it is only the name that has changed.

To ensure local people can continue to ask questions and to avoid confusion, the project's telephone number (0800 083 1787) remains unchanged, all correspondence sent to the EuroLink email address will be redirected to the LionLink email and a new Freepost address has been set up.

There is a new LionLink website ([www.nationalgrid.com/lionlink](http://www.nationalgrid.com/lionlink)), which links to the materials used during the 2022 non-statutory consultations and explains the name change.

### Q3. Will the feedback given for EuroLink still be relevant now the project's name has changed?

Yes - all feedback received so far has been carefully recorded and assessed and remains entirely applicable. The feedback we received has helped to improve our understanding of the local area including specific considerations and concerns.



## Supplementary non-statutory consultation (8 Sep – 3 Nov 2023)

### Q1. Why are you holding a supplementary non-statutory consultation?

The supplementary non-statutory consultation will provide an opportunity to comment on the newly identified alternative landfall site at Walberswick and the underground onshore cable corridor to the north of Southwold. These two options did not form part of the 2022 non-statutory consultation period and therefore we want to ensure that we provide people with the opportunity to comment.

### Q2. How have we identified the converter station search areas, the landfall location options and the underground cable route search area, including the new alternative options?

NGV started the site selection process with an initial desk-based appraisal of the area, including the work previously undertaken on other projects in the local geography.

To identify potential locations for the onshore infrastructure, areas of search for potential converter site locations were based on a five-kilometre (km) radius from the proposed Friston substation (see Q5 under CONNECTION AGREEMENT AND SUBSTATION LOCATION for explanation of why there is a five km radius).

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:

- 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.
- Consideration of areas of flood risk.
- Shipping and vessel activity.
- Commercial fishing and recreational usage.
- Marine archaeology.

The 2022 non-statutory consultation provided valuable feedback to the project team, which we have used to inform the refinement of our proposals.

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

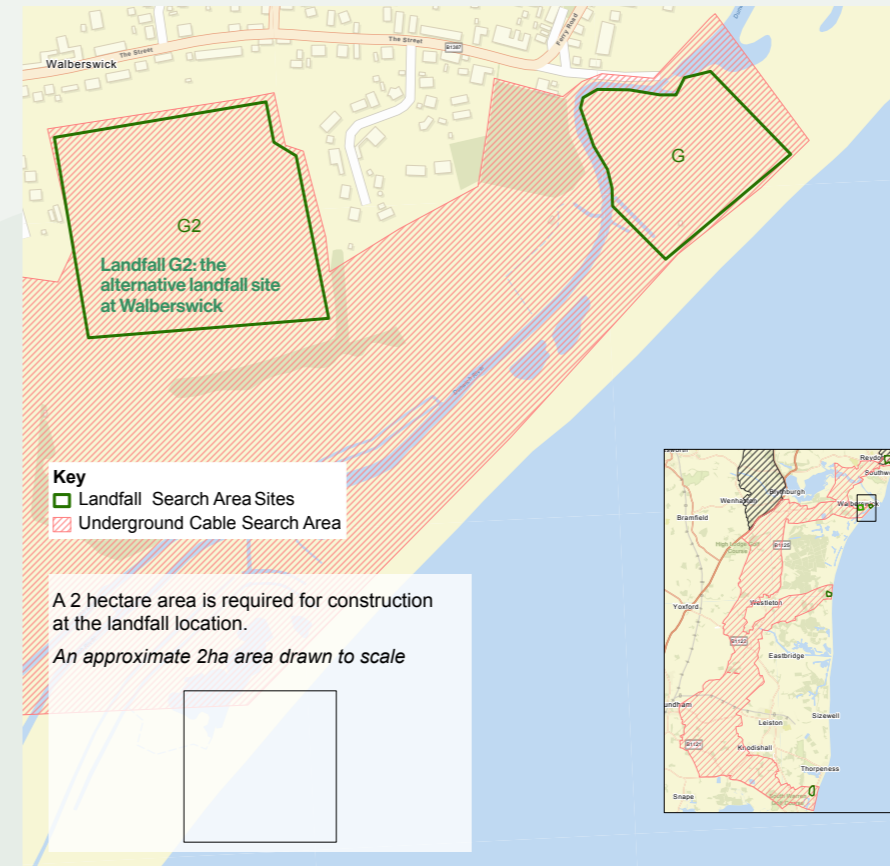
- In response to feedback around traffic and access (particularly around Walberswick), an alternative landfall site at Walberswick has been identified, which could reduce access constraints and traffic impacts.
- An alternative onshore underground cable corridor to the north of Southwold has been identified,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

### Q3. Why has the Walberswick landfall option been proposed?

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 car park 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.

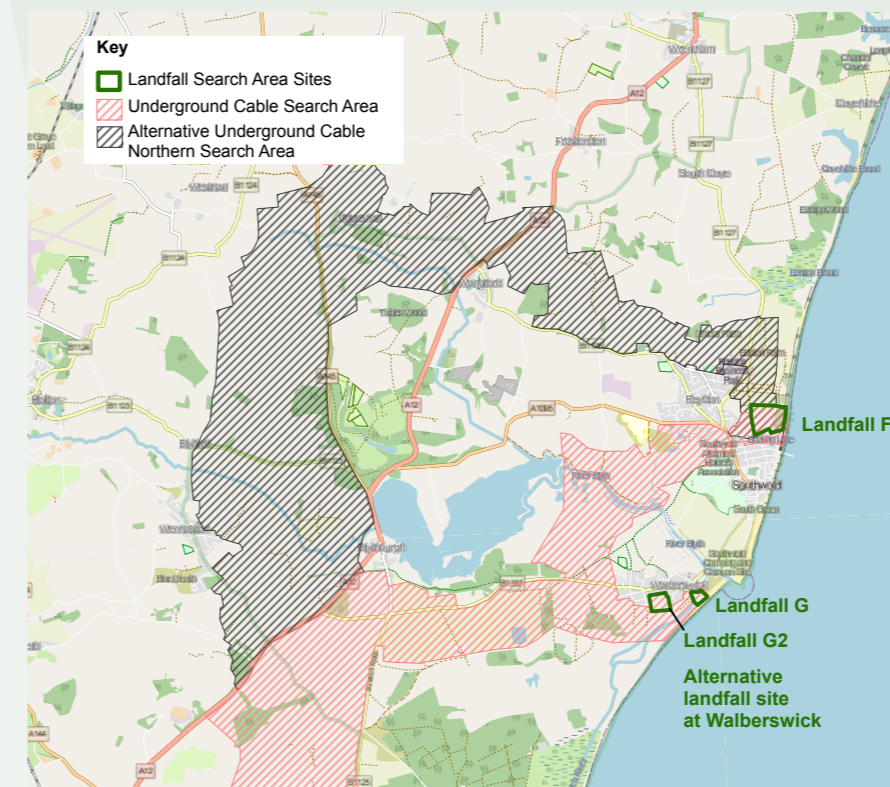
The project team identified an alternative location (see Landfall G2) that avoids the river crossing, beach car park and beach huts, with the potential for a construction haul road that could mostly avoid Walberswick.



### Q4. Why are you looking at new route 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.



**Q5. Why were these alternative options not identified before the 2022 non-statutory consultation?**

The project team has reviewed the feedback received during our 2022 non-statutory consultation and alongside ongoing site analysis and design development, we have identified these alternative options to reduce the scheme's impact on communities and the environment.

**Q6. Does the project have a preferred option?**

No - decisions on preferred options have not been taken yet. NGV is continuing to work with local communities and stakeholders and is carrying out technical and environmental appraisals, surveys and engineering studies to develop and refine the LionLink proposals.

The supplementary non-statutory consultation will provide an opportunity to comment on the alternative landfall site at Walberswick and the underground onshore cable corridor to the north of Southwold. Feedback received during this consultation will be considered and help us to refine our proposal further before our statutory consultation in 2025.

**Q7. I did not know about last year's non-statutory consultation. Can I still share my views?**

Yes - this supplementary non-statutory consultation is an extension of last year's non-statutory consultation (24 October to 18 December 2022) and is open for you to share your views. Your comments will help us refine our proposals ahead of our statutory consultation, where we will be publishing our updated proposals for your consideration, ahead of submitting our Development Consent Order application.

This supplementary non-statutory consultation will run from Friday 8 September – Friday 3 November 2023.

You can reach us via our dedicated contact details below:

- Call our Freephone information line: 0800 083 1787
- Write to us at: Freepost NGV LionLink Consultation, Holborn Gate, Floor 8, 26 Southampton Buildings, LONDON WC2A 1AN
- Email us at: [info@lionlink.nationalgrid.com](mailto:info@lionlink.nationalgrid.com)

You can also attend one of our in-person or online events we are holding as part of this consultation:

**Exhibition events:**

- 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, Walberswick, Southwold, IP18 6TZ
- Leiston: Friday 6 October 2023, 14:00 - 20:00, Leiston Community Centre, Sizewell Rd, Leiston IP16 4JU

**Webinars:**

- Webinar 1: Tuesday 17 October 2023, 19:00 - 20.30
- Webinar 2: Wednesday 18 October 2023, 19:00 - 20.30

**Q8. Have you completed technical appraisals for all the options yet?**

Appraisals, surveys and engineering studies are ongoing. We have reviewed all feedback received during our 2022 non-statutory consultation period and will need to review feedback from this supplementary consultation. Over the coming months, we will be developing our proposals for LionLink based on this feedback, alongside ongoing appraisals, surveys and engineering studies as the project progresses.

**Q9. Have you published a summary and analysis of the feedback received during the 2022 non-statutory consultation?**

We reviewed the feedback provided during the 2022 non-statutory consultation and produced an interim report, which provides an overview of all the feedback we received and how this feedback is being used to refine our project.

The feedback received has given the team 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 been used to inform the refinement of our proposals.

You can request a hard copy of the report if you would prefer, and any of our previous consultation materials via the contact details below. You can read the report online [here](#).

**Q10. Why have LionLink and Sea Link not held joint exhibition events?**

To enable both projects to provide clear information on their respective projects, NGV and NGET decided to hold separate exhibition events for the non-statutory consultations.

The LionLink supplementary non-statutory consultation events will have leaflets advertising the Sea Link project, which will be provided by the Sea Link team. This will be replicated vice versa at the Sea Link statutory consultation events.

**Q11. How many people took part in the 2022 non-statutory consultation?**

We held our non-statutory consultation from Monday 24 October to Sunday 18 December 2022.

Overall, 259 feedback responses were received from community members and stakeholders, including town and parish councils, and Members of Parliament. 535 people attended our in-person community events, and 87 people attended our community webinar events.

We would like to thank the hundreds of local residents and community stakeholders who came to our events and provided feedback.

**Q12. Are you re-consulting on the new options?**

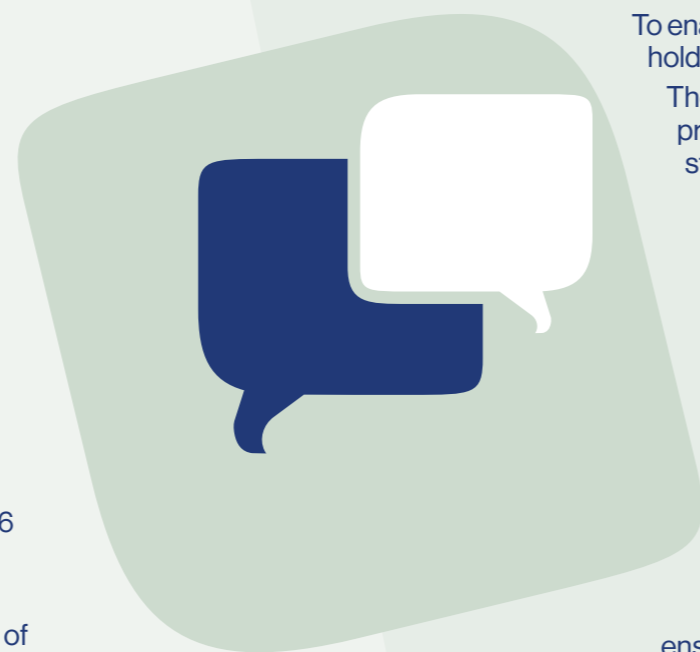
Yes - since the newly identified alternative cable corridor and landfall site were not included within the 2022 non-statutory consultation, we are holding this supplementary non-statutory consultation to ensure stakeholders and the local community can comment.

**Q13. Will you be consulting on the previous options when consulting on the new options?**

Yes - the options that we previously consulted on remain part of this consultation, alongside the new options. This supplementary consultation process is primarily focussed on the new alternative options, but we welcome comments and feedback on other options, particularly if you were not able to provide feedback last year.

**Q14. What if I have opinions on the new options but I do not live in the vicinity of these options?**

The in-person events, online webinars and website are all open to the wider public should they wish to submit feedback on the newly identified options. We welcome feedback from all persons with a view on these proposals.



## Working with other local projects

### Q1. What is NGV doing to coordinate with other developers in East Suffolk?

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.

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.

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

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.

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.

We remain committed to exploring options to coordinate our activities with other projects in the area, including ScottishPower Renewables and EDF Energy. We maintain regular dialogue with other major energy projects in the region to maximise opportunities for cooperation, including during the construction phase.



### Q2. How is NGV going to coordinate with other developers on offshore infrastructure?

NGV remains committed to exploring options to coordinate our activities with other projects in the area including SeaLink, ScottishPower Renewables and EDF Energy. Last year (July 2022) we committed to coordinate to explore network design in East Anglia, you can read the full statement [here](#).

### Q3. Will any materials be reused during the construction process?

Our construction and environmental management plans will consider all opportunities to efficiently use materials, including reusing materials where possible.

### Q4. Is coordination with Nautilus still being considered?

NGV holds a connection agreement on the Isle of Grain as part of its development portfolio. We are continuing to investigate the potential to relocate the Nautilus project to the Isle of Grain.

There are several technical challenges that must be overcome before we can determine if it is a viable option. Until this is confirmed to be viable, Nautilus will be included as part of our co-ordination work.

## Cable installation

### Q1. How will the cables be buried offshore and onshore?

There are several methods of burying cables on and offshore. This will depend on several factors, including geography of the areas, and more details will be provided once our proposals have been further refined.

## Landfall site

### Q2. Will there be any visible equipment at the landfall site?

Landfall is where the subsea cables are brought onto the land and are connected to the onshore cables. As all the cables will be buried underground at the landfall site, very little will be visible once works are completed, although there may be some relatively small-scale equipment visible above ground. A kiosk type structure (like a telephone exchange) may be required at the landfall location to boost the signal for the subsea fibre optic monitoring system. It is too early to confirm if this would be required at this stage.

Cable joint bays will need to be made at sections along the onshore route during installation. These will be buried for the HVDC cables. The HVAC cables will likely require a manhole cover for operations and maintenance access, these manhole covers may require fencing. The manhole covers would be visible above ground.

During the construction period, there may be a requirement for temporary infrastructure to facilitate construction, including compounds and storage areas.

### Q3. What will NGV do to ensure that landfall infrastructure will not exacerbate the cliff fragility and coastal erosion?

Detailed technical assessments will be undertaken to determine the optimal position of the infrastructure to minimise any potential environmental impacts and ensure the scheme is future proofed. These assessments will support a future application for a Development Consent Order (DCO).

## Converter Station site

### Q1. How big is the converter station site for LionLink and what will it look like?

The design for the proposed converter station site has not yet been developed. The final design of the converter station site will be influenced by a thorough consultation process with the local community and other stakeholders, as well as thorough collaboration with the supply chain.

Early design works suggest that the footprint of the converter station site will cover an area of five hectares (12 acres), with an additional two hectares for the temporary construction service areas. This includes space for the main converter station building, which is likely to be up to 26m tall.

NGV will design its project to these parameters and its environmental assessment will be based on a worst-case scenario. NGV will keep the design of the infrastructure under review as the project progresses.

## Environment

### Q1. How will the impact on the environment be considered?

NGV will be undertaking an Environmental Impact Assessment (EIA) process to ensure that matters relating to the environment are considered when developing the proposals for LionLink. See more about the EIA process in questions below.

### Q2. What is an Environmental Impact Assessment (EIA)?

The DCO process requires an EIA prior to any application being submitted. The EIA process will evaluate the potential environmental impacts of the project and identify measures to mitigate any negative impacts.

The EIA scoping stage will determine and agree the extent of issues to be considered in the assessment. The results of the initial assessments will be presented in a Preliminary Environmental Information Report (PEIR) which will be available as part of the statutory consultation for comment, before being refined and submitted in an Environmental Statement which will form part of the eventual DCO application.

Read more about the extensive environmental surveys and studies undertaken as part of the Environmental Impact Assessment (EIA) via the UK Government's website.

**Q3. What is an Environmental Impact Assessment (EIA) scoping report?**

A scoping report describes the process we are taking to assess the potential impact of our proposal on the environment both onshore and offshore.

It is a requirement under the Environmental Impact Assessment regulations for an applicant to submit a scoping report to the Planning Inspectorate, identifying the land, proposed development, technical capability, and environmental impacts of its proposed development. The Planning Inspectorate, on behalf of the Secretary of State, will then provide a written opinion (scoping opinion) on the level of detail and scope of the information required within the Environmental Statement which will be submitted as part of the DCO application.

Read more about the scoping process via the Planning Inspectorate's website: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-seven-environmental-impact-assessment-process-preliminary-environmental-information-and-environmental-statements/>

**Q4. What is a Preliminary Environmental Information Report (PEIR) and why does it matter?**

The PEIR describes the proposed project and sets out the potential environmental impacts; considering a preliminary assessment of the environmental, social and economic effects of the project and the mitigation measures proposed to reduce impacts.

A PEIR enables consultees to understand the likely environmental effects of a proposed project and helps to inform their consultation responses during the pre-application stage of the DCO application.

Read more about the PEIR process via the Planning Inspectorate's website: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-seven-environmental-impact-assessment-process-preliminary-environmental-information-and-environmental-statements/>

**Q5. Will the results of the EIA Assessment be published and can communities respond to the findings?**

The results of the initial environmental assessments will be consulted on in a Preliminary Environmental Information Report (PEIR), before being refined and submitted in an Environmental Statement (ES) which will form part of the eventual DCO application, which will be publicly available.

**Offshore infrastructure**

**Q1. When will you be consulting on offshore infrastructure?**

Engagement with stakeholders with an interest in offshore infrastructure has commenced and will be ongoing during the pre-application stage.

We intend to hold a statutory consultation in 2025 where our proposals for offshore infrastructure will be presented. Key stakeholders including statutory bodies and fisheries will be notified in advance of the consultation commencing.

**Economic benefits**

**Q1. What economic benefits will LionLink deliver to the area?**

Although we do not currently have detailed jobs and employment numbers, LionLink will deliver direct and indirect employment opportunities to the area through its construction and operation phases. As part of our EIA process, we will be undertaking a full socio-economic impact assessment for LionLink.

**Consenting process**

**Q1. What is a Nationally Significant Infrastructure Project (NSIP)**

Nationally Significant Infrastructure Projects (NSIPs) are developments that are of national significance and require consent to be granted by the relevant Secretary of State through a Development Consent Order under the Planning Act 2008. Following the receipt of a Section 35 Direction, LionLink is recognised as nationally significant and requires a Development Consent Order under the Planning Act 2008.

**Q2. What is a Development Consent Order (DCO)?**

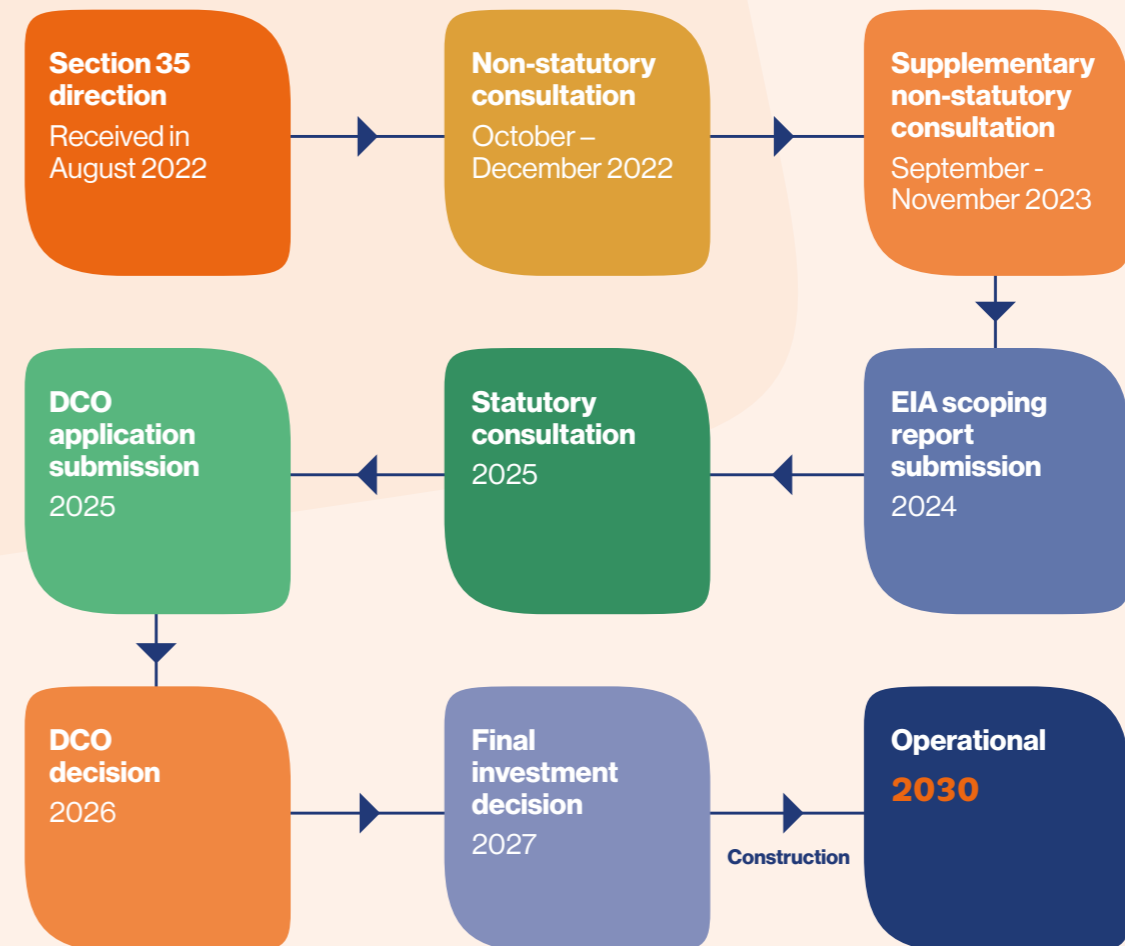
A DCO is an order made by the relevant Secretary of State which provides consent for the development of a proposed project. The DCO process provides a single, unified consenting process for nationally significant projects, with clear and fixed timescales for the proposed development to engage with stakeholders during the pre-application process.

Read more about the DCO process via the UK Government's website.

**Q3. What is the project timeline?**

The intended next steps are:

- Supplementary non-statutory consultation – Autumn 2023
- EIA Scoping Report Submission – 2024
- Statutory consultation – 2025
- DCO application submission – 2025
- DCO decision – 2026
- Final investment decision – 2027
- Operational – 2030







## Contact us

### LionLink Project

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[nationalgrid.com/lionlink](http://nationalgrid.com/lionlink)

