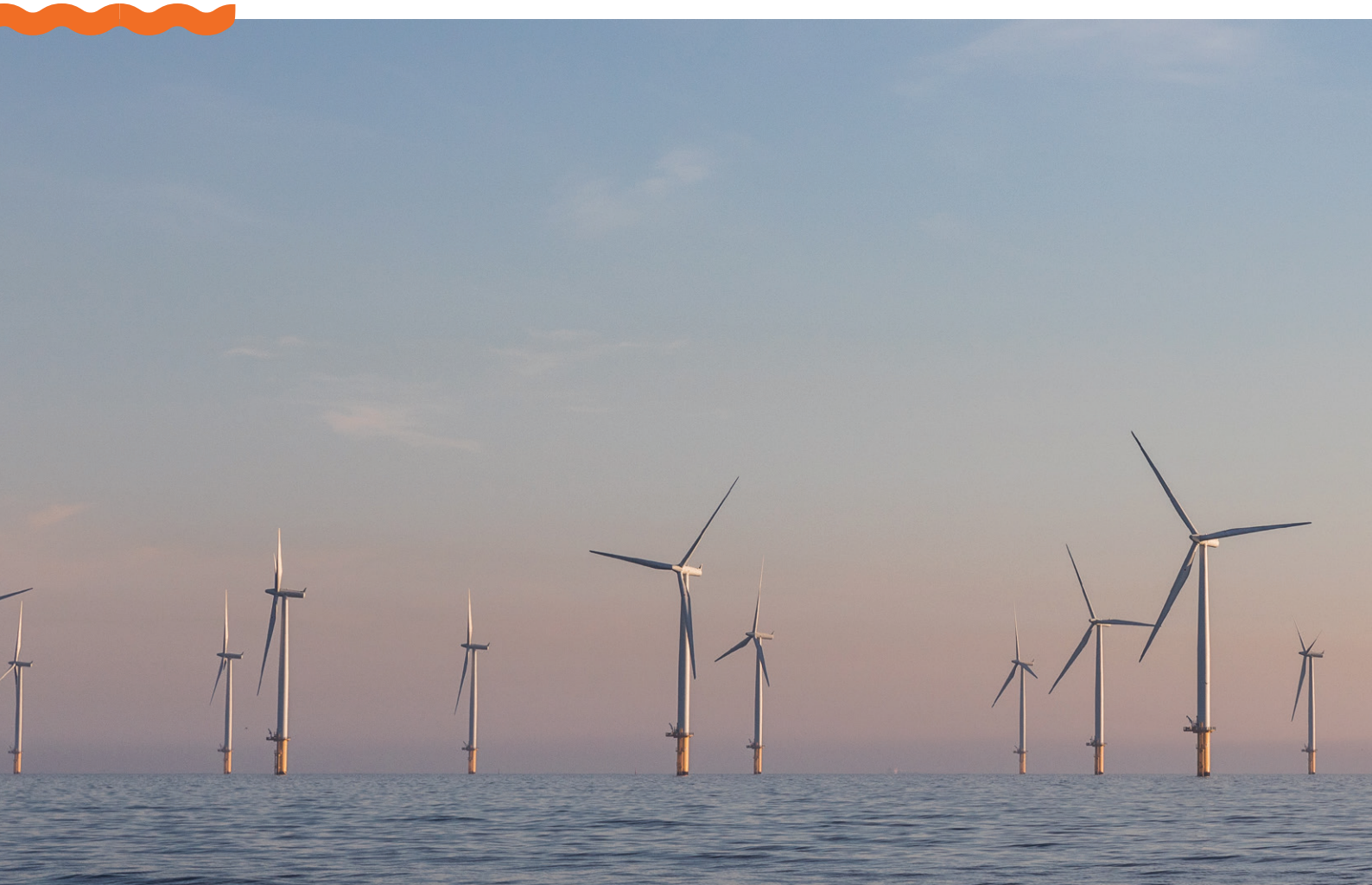
LionLink Statutory Consultation

Project overview document - quick read

January 2026

LionLink

Contents



Foreword

Thank you for taking the time to view the quick read of the project overview document. This document is based on information included in the full project overview document but has been shortened to provide a briefer overview of the LionLink project. The full project overview document is available on our website or at our events and deposit locations.

We are facing a generational change in how we produce and transmit energy. The UK Government has set legal targets for reducing fossil fuels and carbon emissions, while ensuring a secure, resilient and affordable electricity supply.

In response, National Grid Ventures (NGV) is proposing to develop LionLink – a new subsea electricity cable (known as an interconnector) between the UK and the Netherlands.

National Grid Lion Link Limited (NGLLL), which forms one aspect of the NGV portfolio, is applying to the Planning Inspectorate (PINS) for a Development Consent Order (DCO). The application would be submitted in 2026.

We are conducting our statutory consultation on our updated proposals for LionLink, following the refinement of the early stage proposals presented during our non-statutory consultations in 2022 and 2023.

Our consultation will run from **Tuesday 13 January to Tuesday 10 March 2026**.

As well as reading our documents and submitting your feedback, you can take part in the consultation by attending one of our public information exhibitions or webinars, or by viewing project information at one of our deposit locations or on our website.

This is an opportunity for you to give your feedback on our refined proposals. Your views will be considered alongside planning policy, as well as the outcomes of technical assessments and environmental surveys, before we finalise our plans.

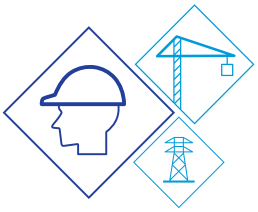
About National Grid Ventures

National Grid Ventures (NGV) is part of the National Grid Group but operates independently, focusing on investments in energy projects, technologies, and strategic partnerships. While it functions autonomously, NGV is regulated alongside the wider National Grid Group to ensure its activities contribute to keeping the lights on, decarbonising the economy, and building a more secure, resilient, and affordable energy system for Britain.

NGV currently operates six interconnectors with a combined capacity of 7.8 gigawatts, including BritNed (which we have now operated for 15 years), IFA1, IFA2, Viking Link, North Sea Link and Nemo Link.

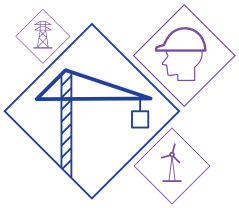
nationalgrid
Group PLC

National Grid Electricity Transmission



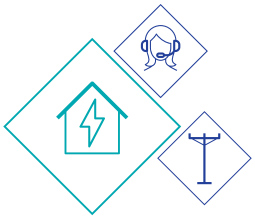
Owns and manages the high voltage electricity transmission system in England and Wales

National Grid Strategic Infrastructure



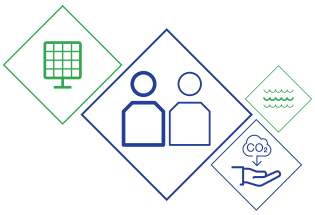
Delivers major strategic United Kingdom electricity transmission projects, focussed on connecting more clean, low-carbon power to England and Wales.

National Grid Electricity Distribution



Owns and operates the electricity distribution networks for the Midlands, the South West of England and South Wales, with 8m customer connections serving a population of over 18m people.

National Grid Ventures



Operates a mix of energy assets and businesses to help accelerate the development of our clean energy future such as undersea interconnectors that allow the United Kingdom to share energy with other European countries.

TenneT

We have partnered with TenneT, the Dutch transmission system owner and operator, to deliver LionLink. TenneT would own the offshore converter station in the Dutch North Sea that would connect to the UK's electricity grid via subsea cables. LionLink marks our second collaboration with TenneT, following the successful delivery of BritNed, our first joint interconnector project.

The need for LionLink

The UK is rapidly transforming its energy system, moving away from fossil fuels and toward clean, low-carbon technologies.

International electricity interconnectors are a key part of this strategy. They enable the sharing of renewable energy between countries, improving system resilience, reducing costs and making energy more sustainable. Great Britain has experienced success from existing interconnectors, which have connected energy between GB and Belgium, Denmark, France, Ireland and the Netherlands.

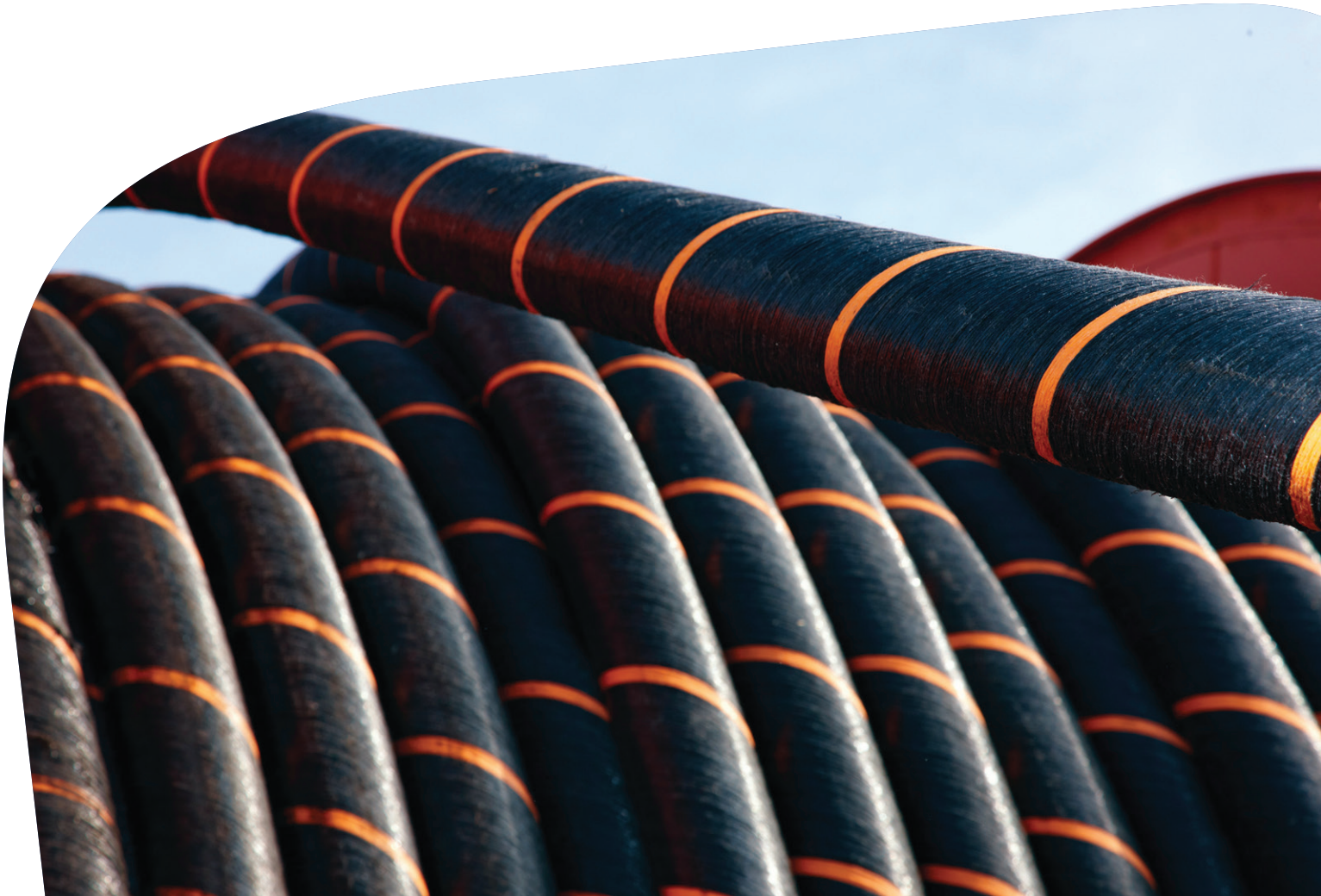
LionLink is an Offshore Hybrid Asset (OHA). OHAs are seen as the next generation of interconnector, that will connect offshore wind farms to multiple countries.

LionLink's role

The UK Government has recognised the significant role that international electricity interconnectors play in facilitating a secure, stable and clean energy system. LionLink would continue to boost interconnector capacity, and contribute towards the UK Government's commitment of reaching net zero by 2050. It is a step towards a more coherent and therefore more efficient electricity transmission network.

Our connection point

When determining the connection point for LionLink, the National Energy System Operator (NESO), which oversees the strategic planning of Great Britain's electricity grid, assessed a range of environmental, technical, and cost factors. Following discussions with NGV, NESO identified East Suffolk as the optimal connection point for LionLink in Great Britain. In 2017, NESO granted a connection agreement for the project to link to a new substation in the Leiston area.



Developing our proposals

Our approach to developing LionLink has been informed by environmental considerations, technical feasibility studies and stakeholder input. Engagement with statutory bodies, local authorities, community groups, landowners and technical stakeholders allows us to continuously refine our proposals across the key phases set out below:

Phase 1 Securing a connection agreement

Phase 2 Siting and routeing options

Phase 3 2022 non-statutory consultation

Phase 4 2023 supplementary non-statutory consultation

Phase 5 Emerging preferences

Phase 6 Identifying our preferred landfall site

Phase 7 Statutory consultation
Current stage

Phase 8 Refinement of proposals

Phase 9 Application submission, examination and decision

Phase 10 Construction

Phase 11 Operation

First non-statutory consultation – 2022

In 2022, we held our first non-statutory consultation, outlining our initial siting and routeing options. These included landfall sites at Southwold, Aldeburgh, Dunwich and an initial Walberswick option.

We refined our proposals as a result of feedback we received during our first non-statutory consultation. The changes included:

- An alternative landfall site at Walberswick; and
- An alternative underground HVDC cable corridor to the north of Southwold.

Feedback from our first consultation is reflected in our interim non-statutory consultation feedback report.

Second non-statutory consultation – 2023

In 2023, we held a second non-statutory consultation to review the changes made after our 2022 consultation. Following this, in Spring 2024 we published a supplementary non-statutory consultation summary report, which is available to view on our website.

What has changed since 2023?

Feedback received during both non-statutory consultations was used to refine the options for LionLink before submitting an Environmental Impact Assessment Scoping Report to PINS in March 2024.

We discounted three converter station sites during this time. These were:

- North of Aldeburgh Road
- North west of Leiston
- West of Leiston

We also discounted three landfall sites during this time. These were:

- Aldeburgh
- Original Walberswick option
- Dunwich

Following this, we identified **the alternative Walberswick** and **Southwold** landfall site options as our emerging preferences. This was due to their potential to reduce access constraints, traffic impacts, and ecological sensitivities.

In February 2025, following further technical work, we discounted the Southwold landfall site and associated cable corridor route and selected the **alternative Walberswick** site as the preferred landfall. We selected Walberswick because the underground HVDC cable corridor to Saxmundham was shorter than the Southwold landfall site option (19.9 km compared to 32.8 km). In addition to having a smaller overall footprint, the Walberswick option presents a lower combined environmental impact and decreased disruption to residents when considering the full route of the project. Further information on our landfall site selection can be found in our Spring 2025 Newsletter, available in the library of our dedicated project website.

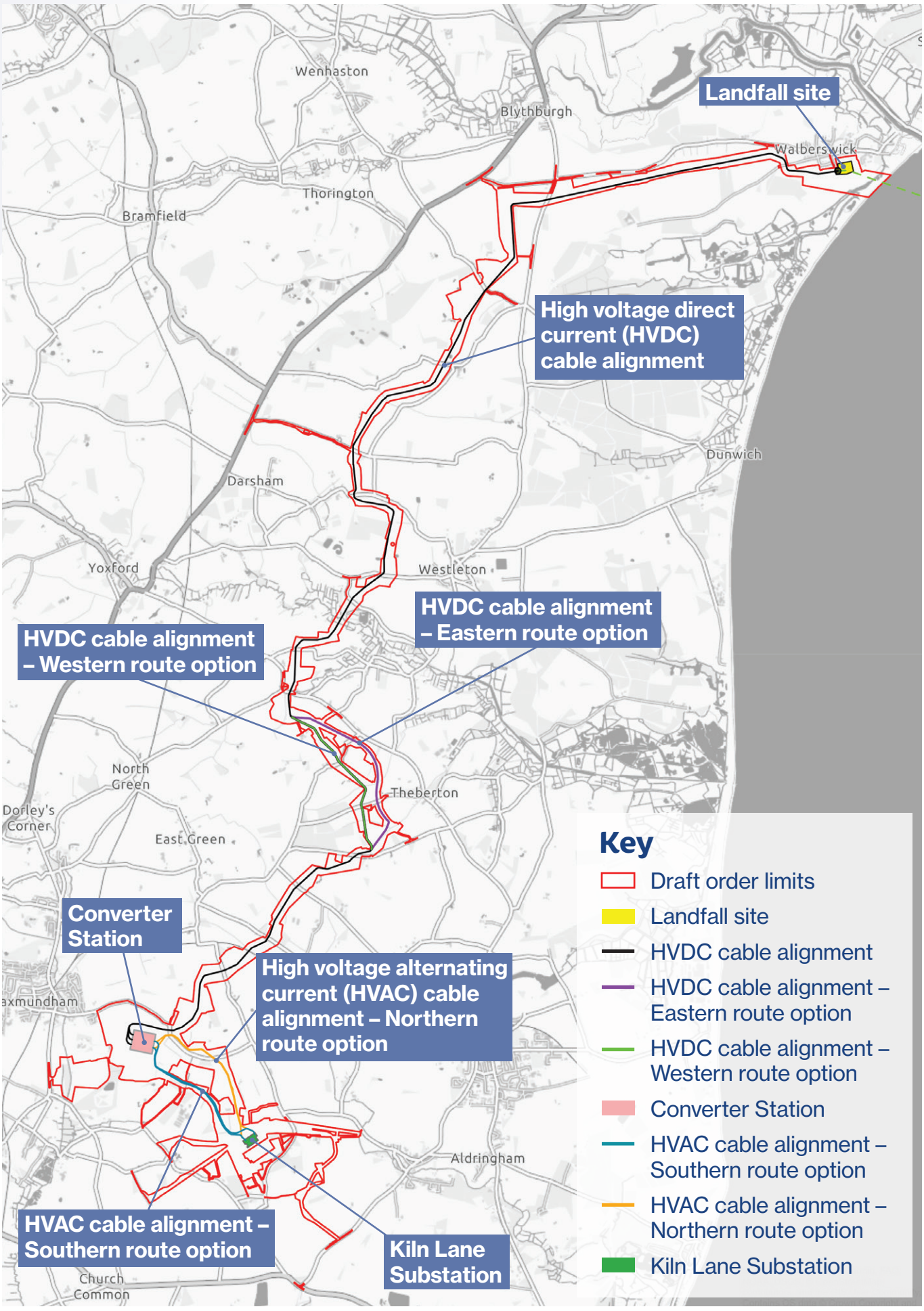
Our proposals

We are now conducting our statutory consultation on our updated proposals for LionLink. After refining our plans, we are proposing the following:

- Kiln Lane Substation;
- Underground high voltage alternating current (HVAC) cables between Kiln Lane Substation and the proposed converter station east of Saxmundham;
- Converter station east of Saxmundham;
- Underground high voltage direct current (HVDC) cables between the proposed converter station east of Saxmundham, and a proposed landfall site at Walberswick;
- Landfall site at Walberswick; and
- Offshore HVDC cables from the proposed landfall site at Walberswick at the UK coast, to the edge of the UK Exclusive Economic Zone (EEZ).

Viking Link converter station, delivered by NGV

Overview of our onshore proposals



Overview of onshore proposals

Landfall site

The proposed landfall location is where the offshore HVDC cables connect to the proposed onshore HVDC cables. This includes the Transition Joint Bay (TJB), compounds for trenchless crossing works and supporting compounds and mitigation.

TJBs are used to connect an onshore cable to an offshore cable. These are generally around 50 metres in length, 5 metres in width (dependent on design requirements) and are located near the landfall site.

There would be a construction area at the landfall site. After we have finished construction, we would leave no visible infrastructure.

What is a trenchless crossing?

A trenchless crossing is a method by which ducts and cables are installed below ground level, specifically designed to avoid conflict with surface features.

An example of a trenchless crossing technique is Horizontal Directional Drilling (HDD), which is used to minimise surface disruption and environmental impact, particularly in sensitive areas or where obstacles like watercourses and roads are present.

For example, HDD would be used at the proposed landfall site, which would involve drilling a guided underground path and then pulling the cable through the borehole.

This would allow for installation beneath sensitive areas, such as Walberswick beach, without the need for more disruptive surface works.

Question 3 in our consultation feedback form provides the opportunity for you to share your feedback on our proposed landfall site at Walberswick.

Before

During

After

Computer generated examples, using our past interconnector works showing the before, during and after phases of our onshore cable laying and ground restoration.

Underground HVDC cables

HVDC cables are transmission cables that would connect the proposed landfall site at Walberswick to the proposed converter station, east of Saxmundham. The proposed underground HVDC cables would be approximately 20 km in length. There would be one trench dug for the proposed HVDC cables, which would typically be up to 2.45 m x 1.5 m in width and depth.

As part of this consultation, we are seeking feedback on our plans across the entire HVDC cable route. This includes instances where we are proposing options:

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

The Sizewell Link Road is a new road (approved as part of the Sizewell C project) that would connect the A12 near Yoxford with the B1122, bypassing the villages of Yoxford, Middleton Moor, and Theberton.

Question 4 in our consultation feedback form provides the opportunity for you to share your feedback on the proposed underground HVDC cable corridor.

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Converter station

The proposed converter station would convert electricity from direct current (DC) to alternating current (AC). DC is used to transmit more efficiently across long distances, whereas AC is more typically used in our day-to-day lives. This enables the electricity that has been transported from the Netherlands (via HVDC cables) to be supplied to homes and businesses. The proposed converter station would also change electricity from AC to DC so that surplus electricity could be sold to the Netherlands.

The proposed converter station would be connected into by both underground HVAC cables and HVDC cables. The HVAC cables would route to Kiln Lane substation and the HVDC cables will route to the proposed landfall site at Walberswick.

The proposed converter station site is located east of Saxmundham and south of the B1119 Saxmundham Road, which is adjacent to the site that Sea Link has identified for their proposed converter station.

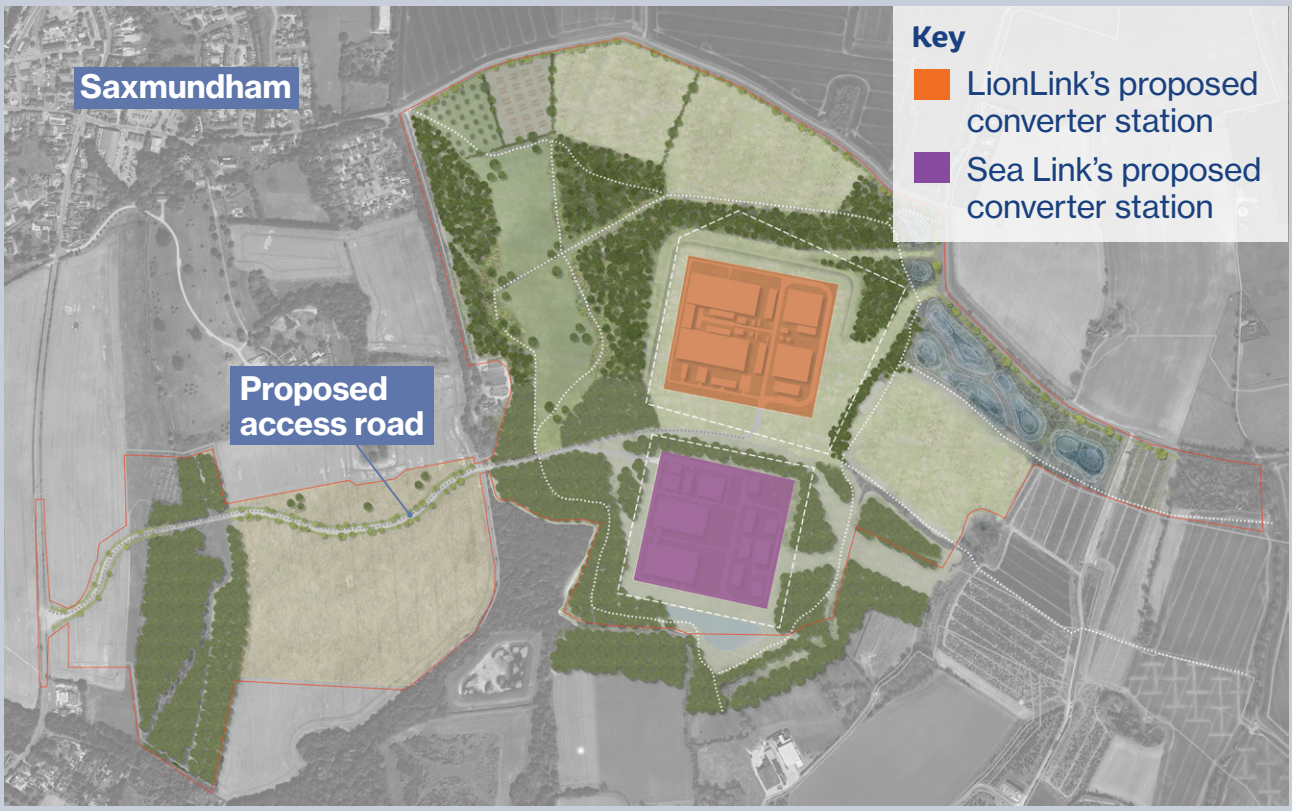
Given the proposed co-location of our infrastructure with Sea Link, we are continuing to explore further coordination opportunities for our on-site activities. Sea Link's converter station would be consented separately and does not form part of our application for development consent.

Questions 5 & 6 in our consultation feedback form provide the opportunity to share your feedback on the proposed converter station.

The proposed converter station would house several buildings up to 26 metres high and would have a footprint of up to 8.1 hectares. If consented, Sea Link will be developing a new permanent access road from the B11121 to the west of the proposed converter station. This would facilitate a permanent shared access between Sea Link and LionLink. We are including this access road in our proposals in the event that Sea Link does not proceed with this development.

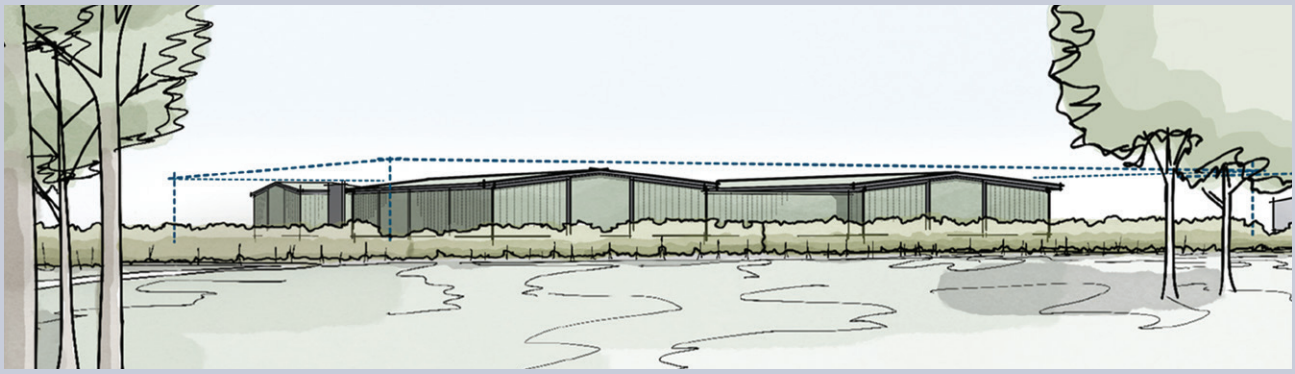
Please see the options we are considering for the design of the converter station. As part of our consultation, we would like to hear which one you prefer.

Converter station locations

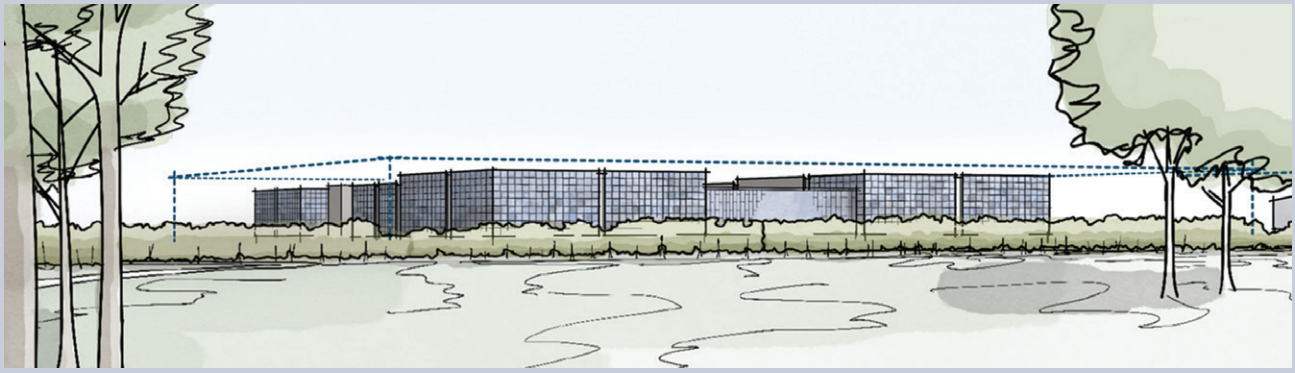


Converter station design

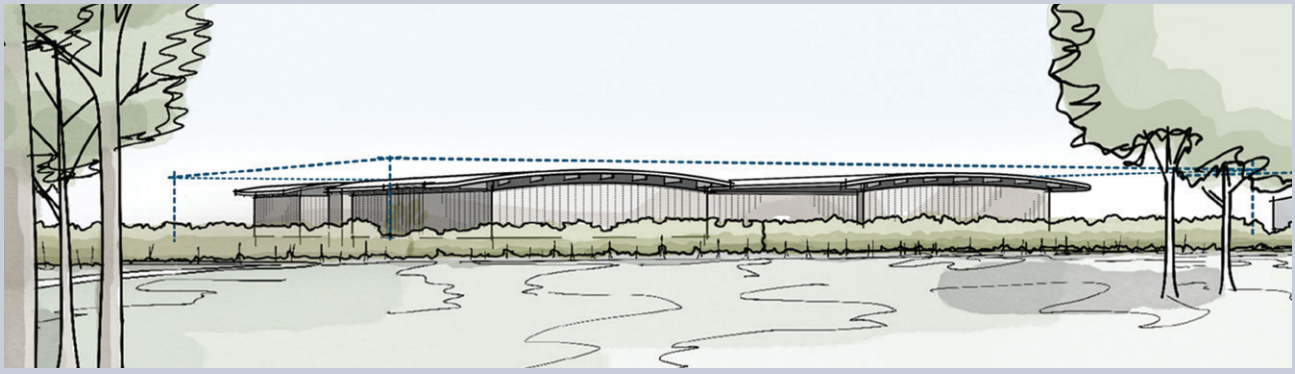
Agricultural approach



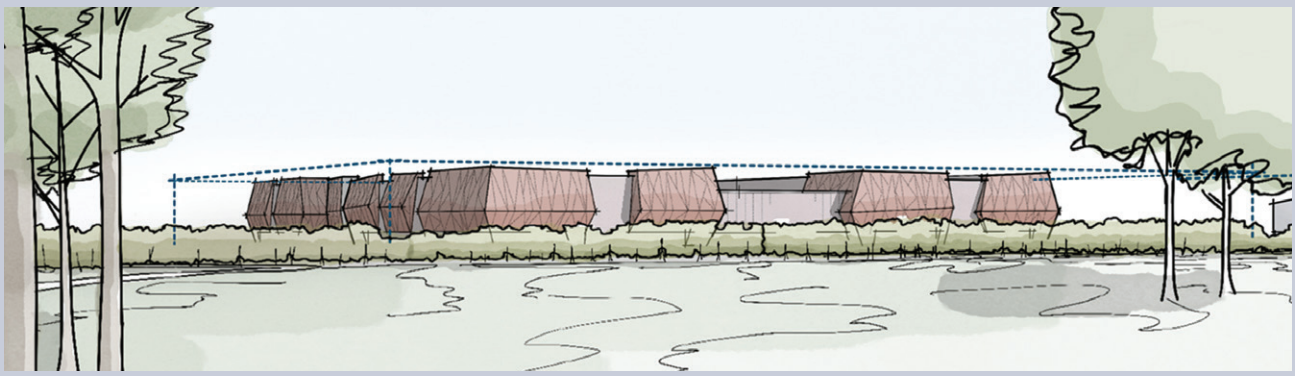
Enhanced façade



Curved roof



Fragmented forms



Underground HVAC cable corridor

From the proposed converter station, two route options for the proposed underground HVAC cable corridor to connect to Kiln Lane Substation remain at this stage:

- **Southern route option** – this option heads northwest from the Kiln Lane Substation, crossing agricultural fields before entering the proposed converter station from the southeast. This option would allow for the cables to be laid along a similar route to those being delivered by the Sea Link project, although it would require further review and coordination.
- **Northern route option** – this option would route under the B1119 Saxmundham Road, routing southwest and entering 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.

Questions 7 & 8 in our consultation feedback form provide the opportunity for you to share your feedback on the proposed underground HVAC cable corridor. This includes the opportunity to share any thoughts you may have specifically on the Southern route and Northern route options.

Cable installation being undertaken on Viking Link

Kiln Lane Substation

Substations are where energy projects connect to the UK's electricity grid. They provide the junctions where high voltage circuits connect to one another, creating the network through which electricity flows into, across, and out of the grid.

LionLink proposes to connect into Kiln Lane Substation, situated north of 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 complete by 2028.

NGET has also submitted proposals for Kiln Lane Substation as part of its DCO application for the Sea Link project.

Question 9 in our consultation feedback form provides the opportunity for you to share your feedback on the Kiln Lane Substation.

We have considered two possible options for enabling LionLink's connection to the Kiln Lane Substation:

- **Amendments to Kiln Lane Substation** - SPR's plans for the Kiln Lane Substation do not include sufficient connection capacity for LionLink. To facilitate our connection, we are proposing an extension to the Kiln Lane Substation.
- **Deliver Kiln Lane Substation** - to account for the unlikely scenario that LionLink is built before EA1N or EA2, our application will include the option for us to deliver the substation instead. This is to ensure that LionLink can progress in this scenario.

For more information about Kiln Lane Substation, including its main characteristics and design parameters, please read Chapter 2 of our Preliminary Environmental Information Report (PEIR). You can find this in the library of our dedicated project website.

Example AC switching yard as part of converter station compound, pictured on Viking Link

Delivery of transformer unit to the Viking Link project

Offshore infrastructure

LionLink would include an offshore HVDC cable corridor extending for approximately 182 km from the landfall site at Walberswick across the North Sea to the boundary of the UK's EEZ and continuing toward the Dutch offshore converter station and wind farm.

A proposed marine aggregate extraction area was announced by the Crown Estate in late 2024. The proposed area overlaps with the LionLink corridor.

To avoid interactions with the proposed aggregate extraction site, we amended our offshore HVDC cable corridor to include both the original alignment (which passed through the proposed extraction area) and an alternative corridor. The alternative corridor option avoids the boundary of the proposed extraction area by 500 metres (an industry standard distance).

We assessed both offshore HVDC cable corridors as part of the PEIR. Only one final route will be included in the Environmental Statement.

The offshore cable and associated infrastructure would be installed along our proposed offshore HVDC cable corridor. This corridor has been developed through consultation with marine stakeholders, as well as technical and ecological surveys.

Question 10 in our consultation feedback form provides the opportunity for you to share your feedback on the proposed offshore HVDC cable corridor.

Overview of our offshore proposals

Key

- Marine Draft Order Limits
- Exclusive Economic Zone boundary

Coordination with other projects in the area

In 2025, NGET submitted its application for a Development Consent Order for the Sea Link project which is proposed to connect to a converter station in Saxmundham via a landfall site in Aldeburgh, to Kiln Lane Substation.

Additionally, other major energy infrastructure developments being brought forward in the area include:

- Sizewell C nuclear power station (EDF Energy)
- EA1N and EA2 windfarms (SPR)
- Helios Energy Park (BNRG Renewables)

As LionLink develops, we are working closely with these developers to minimise environmental and community impacts by aligning construction activities and mitigation measures where possible. NGV and NGET are also collaborating on co-locating infrastructure for LionLink and Sea Link, identifying a shared converter station site (east of Saxmundham), access road, and a potential shared proposed onshore HVAC cable corridor.

Cumulative impacts with other regional projects will be considered within our Environmental Statement and we remain committed to coordinating activities with other developers to minimise impacts on local communities and the environment.

Question 14 in our consultation feedback form provides the opportunity for you to share your feedback on LionLink's approach to coordination with other projects.

Constructing LionLink

Following the decision to approve development consent for the project, enabling works would be expected to begin in 2028, and construction would be expected to complete in 2032. The anticipated duration of the construction is therefore up to five years.

Site preparation would be required before construction of the converter station and underground cable corridors begins. This includes vegetation clearance, ground investigations, archaeological surveys, and drainage works to ensure the land remains stable and protected from flooding throughout construction and into operation.

Temporary infrastructure

The construction phase would involve a range of temporary construction activities including working areas for construction equipment and machinery, site offices, storage, bellmouths, access roads and haul roads. We would also need to create crossing points across local watercourses and divert Public Rights of Way.

Haul roads

We are proposing temporary haul roads which would be constructed where appropriate to move materials and workers efficiently, reduce traffic on local roads, and improve safety. This would keep more construction vehicles within the construction site, and off the local road network.

Temporary construction haul roads would be built towards the start of construction and may be made of stone, temporary track way or soil stabilisation, as appropriate for the type of vehicle and ground conditions. Haul roads would be removed when construction of the project is complete, with the land reinstated to its original condition.

Example of haul road construction

Example of removed haul road with land reinstated

Indicative construction timeframe:*

- **Landfall site** – 20 months
- **HVDC cable infrastructure** – up to three years
- **Converter station** – approximately five years
- **HVAC cable infrastructure** – up to three years
- **Kiln Lane Substation** – the proposed extension would take up to 18 months with full construction taking up to three years

*Timings include site set up, enabling works, and demobilisation. Works would not be continuous is all areas.

Construction compounds

During construction, core on-site working hours would be 7am-7pm, Monday – Friday and 7am-5pm on weekends and Bank Holidays. However, this does not mean that work will take place continuously during these hours throughout the entire construction period. These hours represent the maximum window within which we may work, depending on the activity and stage of the project. Certain tasks, such as those at the proposed landfall site, would require extended hours, but we will keep communities informed ahead of any changes.

We are continuing to engage with third parties and Local Planning Authorities to reduce working hours where possible.

The workforce required to deliver the construction of LionLink would vary throughout the programme and would depend, in part, on whether Kiln Lane Substation is constructed in advance.

In the scenario where LionLink is responsible to connect into the existing Kiln Lane Substation, we expect a maximum of 500 people to be working at any one time on LionLink. We would expect a maximum of 669 people should the project also be responsible for the construction of the substation. We would look to employ local people where possible.

Viking Link construction compound during works

The same land following ground restoration works

Offshore construction

Before installing any cables, we would undertake surveys to refine the route. These surveys aim to identify and confirm the location of anything that could impact our ability to lay the cables, such as boulders or potentially unexploded ordnance. Following these surveys, the installation route would then be cleared, removing any obstructions ahead of installation.

There are three methods that can be used to install a marine cable. All methods use a specialist cable installation vessel.

Indicative construction timeframe:

- **Pre-cut trenching** – a plough or jetting machinery would create a trench along the seabed, and the cables would be laid directly into the trench.
- **Simultaneous lay and burial** – this technique would create a trench and lay the cable into the trench at the same time.
- **Post-lay burial** – a vessel would lay the cables on the seabed and a further vessel would follow later to bury the cables into the seabed.

We are coordinating closely with the Marine Management Organisation (MMO), conservation bodies, and fisheries groups to ensure offshore works are conducted responsibly. Construction would be planned to avoid sensitive areas and avoid conflicts with other marine users.

More information about the offshore cable installation process for LionLink can be found in the PEIR, available to view on our dedicated project website.

Question 11 in our consultation feedback form provides the opportunity for you to share your feedback on our approach to the construction of LionLink.

Vessel laying cabling on the Viking Link project

Community benefit

We recognise the importance of providing proportionate benefits to communities affected by our work. We believe that communities living closest to LionLink should benefit from it and are best placed to recommend what 'community benefit' should be.

Local initiatives

Since developing LionLink in Suffolk, we have been engaging with communities and organising positive initiatives. We have launched a local social mobility fund, in partnership with Catch22, which supports driving lessons for people facing barriers to employment. LionLink has committed to support and tackle this issue and other associated barriers through this fund, which would alleviate common barriers to social mobility.

We have also committed to supporting a local alternative provision education provider by helping to renovate a school building, ensuring that students with complex needs can benefit from enhanced and more suitable facilities.

We remain committed to being a good neighbour and positively contributing to local communities. We look forward to receiving suggestions of further initiatives to participate in as part of this consultation.

Question 15 in our consultation feedback form provides the opportunity for you to share your feedback on how LionLink should deliver community benefits.

Funding

We want to understand what is important to you, and where community benefit funds could deliver long-lasting benefits, including through community grant schemes and investment in community groups or via regional partnerships.

The way we deliver community benefit funding is informed by the Government's Community Benefit Framework published in March 2025. This sets out the types of infrastructure projects that should deliver community benefit funds, and the level of funding that should be made available. In line with the Framework, 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.

Find out more

Our statutory consultation will run for a period of eight weeks between **Tuesday 13 January and Tuesday 10 March 2026**.

The consultation presents and seeks feedback on the following proposals and considerations. We look forward to receiving your comments, which will help inform our final submitted plans:

- Underground HVAC cable route between the proposed Kiln Lane Substation (formerly known as Friston Substation) and the proposed converter station
- Location and design of the proposed converter station, east of Saxmundham
- Underground HVDC cable route between the proposed converter station and landfall
- Siting of the landfall, at Walberswick
- Offshore HVDC cables from the proposed landfall site to the limit of the UK EEZ
- Construction areas
- Coordination with other major energy projects
- Preliminary environmental assessment and proposed mitigation measures in the PEIR
- Community benefits

Public information exhibitions

Throughout the consultation we will be holding a series of face-to-face events across the local area.

Date	Time	Location
Saturday 24 January 2026	11 am – 4 pm	Fromus Centre, Street Farm Road, Saxmundham, IP17 1AL
Saturday 31 January 2026	11 am – 4 pm	Walberswick Village Hall, The Street, Southwold, IP18 6TZ
Friday 06 February 2026	2 – 7 pm	High Lodge Leisure, Haw Wood, Hinton, Nr Darsham, IP17 3QT
Saturday 21 February 2026	11 am – 4 pm	Westleton Village Hall, The Street, Westleton, Saxmundham, IP17 3AD
Saturday 28 February 2026	11 am – 4 pm	Yoxford Village Hall, Old High Road, Yoxford, IP17 3HN

Join our webinars

The project team will be presenting our proposals and taking your questions during the consultation period through two live webinars, **which you can register to attend via our website.** The webinars will include a British Sign Language interpreter.

Date	Time
Wednesday 04 February 2026	6 – 7:30 pm
Tuesday 03 March 2026	6 – 7:30pm

Deposit locations

Paper copies of our consultation materials will be available to inspect at the locations listed below throughout the consultation period. The full list of documents will be available to view and download from our website.

Location	Address	Opening hours
Saxmundham Library	Block B, Street Farm Road, Saxmundham, IP17 1AL	Monday: Closed Tuesday: 9.30 am – 5.30 pm Wednesday: 9.30 am – 5.30 pm Thursday: Closed Friday: 9.30 am – 5.30 pm Saturday: 10 am – 1 pm Sunday: 10 am – 3 pm
Saxmundham Town Council	The Town House, Station Approach, Saxmundham, IP17 1BW	Monday: 9 am – 4 pm Tuesday: 9 am – 4 pm Wednesday: 9 am – 4 pm Thursday: 9 am – 4 pm Friday: 9 am – 4 pm Saturday: Closed Sunday: Closed
Southwold Library	Old Hospital Hub, Field Stile Road, Southwold, IP18 6LD	Monday: Closed Tuesday: 10 am – 1 pm, 2 – 6 pm Wednesday: 10 am – 1 pm, 2 – 6 pm Thursday: 10 am – 1 pm, 2 – 6 pm Friday: 10 am – 1 pm, 2 – 6 pm Saturday: 9:30 am – 1 pm, 2 – 5 pm Sunday: 11 am – 4 pm
Halesworth Library	Bridge Street, Halesworth, IP19 8AD	Monday: 9 am – 1 pm Tuesday: 9 am – 5 pm Wednesday: 9 am – 5 pm Thursday: Closed Friday: 9 am – 5 pm Saturday: 9 am – 5 pm Sunday: 10 am – 3 pm
Leiston Library	Main Street, Leiston, IP16 4ER	Monday: Closed Tuesday: 9:30 am – 7:30 pm Wednesday: Closed Thursday: 9:30 am – 5:30 pm Friday: 9:30 am – 1 pm, 2 – 5 pm Saturday: 9:30 am – 1 pm, 2 – 5 pm Sunday: 10 am – 3 pm

Have your say

Our statutory public consultation runs from Tuesday 13 January to Tuesday 10 March 2026. During this time, we welcome and will consider feedback on all aspects of our proposals for LionLink.

How to give feedback

Please submit your feedback by the close of our consultation period. All feedback we receive as part of this consultation will be carefully considered as we finalise our proposals and prepare our application for development consent.

All responses to the consultation must be received before 11.59pm on the closing date. Postal responses will be accepted until 16 March 2026 to allow time for delivery.

Online feedback form:
Complete an online feedback form by visiting **nationalgrid.com/lionlink**

Paper feedback form:
Send your completed feedback form to **Freepost NGV LIONLINK**

Email us:
If you prefer to send us your comments via email, you can send them to us at **info@lionlink.nationalgrid.com**

October – December 2022

Non statutory consultation

DCO application

2027

Examination

Next steps

Following the end of this consultation, we will undertake a detailed review of all the feedback received. Your feedback, together with the outcomes of ongoing assessments and design work, will help to finalise the application for development consent.

What happens when the application is submitted?

- After receiving our application, PINS has 28 days to decide if it can proceed to the examination stage.
- If the application is accepted, anyone wishing to be involved in the examination process will be invited to register their interest with PINS.
- Those who register their interest will be invited to submit their views on our proposals in writing and may be asked to speak at any public hearings that are held.
- PINS will hold an examination. When this finishes it has three months to make a recommendation to the Secretary of State (SoS) about whether the application should be approved. The SoS then has a further three months to make a final decision.
- Subject to our application being approved, construction of the project would start no earlier than 2028.

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Scan here to visit our website