



# **Preliminary Environmental Information Report Volume 1**

## **Chapter 10 Health and Wellbeing**

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**LionLink:**

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# Glossary of Project Terminology

This Glossary has been provided to define terms used across a number of the LionLink Proposed Scheme documents.

Abbreviations contained herein are provided at the end of the document in the **Topic Glossary and Abbreviations**.

Term	Description
Amendment to Kiln Lane Substation Scenario	The scenario where the Proposed Scheme will comprise the amendments to Kiln Lane Substation that would be required if Kiln Lane Substation was built out pursuant to the EA1N/EA2 DCOs.
Applicant, the	National Grid Lion Link Limited (NGLLL)
Bellmouth	A flared vehicular access/egress point connecting permanent route to the public highway.
Converter Station	A converter station changes electricity between High Voltage Alternating Current (HVAC), which power our homes, and High Voltage Direct Current (HVDC) which is more efficient for transporting electricity over long distances and vice versa. The proposed Converter Station is located to the east of Saxmundham.
Converter Station Site	The Converter Station Site as a whole, allowing for the co-location of the Converter Station with the Converter Station being separately consented as part of the Sea Link project.
Co-ordination	The process of people or entities working together.
Co-location	Where different elements of a project, or various projects, are located in one place.
Construction Compound	Temporary compounds installed during the construction phase of the Proposed Scheme. Each compound is likely to contain storage areas such as laydown areas, soils storage, and areas for equipment and fuel, drainage, generators, car parking and offices and welfare areas (portacabins).
Development Consent Order (DCO)	An order made by the Secretary of State pursuant to the Planning Act 2008 (as amended) granting development consent for a Nationally Significant Infrastructure Project. It grants consent to develop the approved project and may include (among other things) powers to compulsorily acquire land and rights where required and deemed marine licences for any offshore works.
Draft Order Limits	The area of land identified as being subject to the DCO application. The Draft Order Limits are made up of the land required both temporarily and permanently to allow for the construction, operation and maintenance, and decommissioning of the Proposed Scheme. All onshore parts of the Proposed Onshore Scheme are located within England and offshore parts of the Proposed Offshore Scheme are located within English territorial waters to 12 Nautical

Term	Description
	Miles and then up to the United Kingdom (UK) Exclusive Economic Zone (EEZ) boundary at sea.
Dutch Offshore Components	Is the term used when referring to the offshore elements of the Project within Dutch waters.
Eastern Route Option	As part of the Underground HVDC cable corridor, the Eastern Route Option would facilitate a degree of co-location with the Sizewell Link Road (SLR) scheme.
Environmental Impact Assessment (EIA)	The EIA is a systematic regulatory process that assesses the potential likely significant effects of a proposed project or development on the environment.
EIA Scoping Report	An EIA scoping report defines the proposed scope and methodology of the EIA process for a particular project or development. The EIA Scoping Report for the Proposed Scheme was submitted to the Planning Inspectorate with a request for the Secretary of State to adopt a scoping opinion in relation to the Proposed Scheme on 6 March 2024.
Environmental Statement (ES)	The ES is a document that sets out the likely significant effects of the project on the environment. The ES is the main output from the EIA process. The ES is published as part of the DCO application.
Exclusive Economic Zone (EEZ)	The zone in which the coastal state exercises the rights under Part V of the United Nations Convention on the Law of the Sea. These rights relate principally to the water column and may extend to 200 nautical miles from baselines. This is distinct from territorial waters, which for the UK extend 12 nautical miles from the coast.
Full Build Out of Kiln Lane Substation Scenario	The scenario if the Proposed Scheme was brought forward first, then it would be responsible for developing Kiln Lane Substation for the Proposed Scheme, with sufficient additional capacity for other projects.
Joint Bay	Underground structures constructed at regular intervals along the onshore cable route to join sections of cable and facilitate installation of the cables into the buried ducts.
Kiln Lane Substation	The proposed connection point for the Project to the British National Electricity Transmission System, located to the north of Friston. Formerly known as Friston Substation. The new name has recently been adopted by NGET. The substation is of the same footprint and in the same location. Friston Substation will, hereafter, be referred to as Kiln Lane Substation.
Landfall	The proposed Landfall is where the proposed offshore HVDC Submarine Cables are brought ashore and meets with the onshore proposed Underground HVDC Cables. This includes the Transition Joint Bay (TJB). The proposed Landfall will be located at Walberswick, and there will be no permanent above ground infrastructure at the proposed Landfall.
Landfall Site	The area where the Landfall may be located.

Term	Description
Limit of Deviation	A maximum distance or measurement of variation within which the works must be constructed. These are lateral (i.e. on the ground) and vertical limits (in relation to height).
Link Box Chamber	Link boxes are used at joint bays to facilitate grounding connections to ensure safety and enable maintenance. Link boxes can either be installed below ground, in a link box chamber, or in an above ground link pillar
Multi-purpose interconnector (MPI)	A project where GB interconnection is combined with transmission of offshore generation within GB (and optionally within a connecting state).
National Grid Electricity Distribution (NGED)	The local distribution network operator for the Midlands, the southwest of England and south Wales.
National Grid Electricity Transmission (NGET)	Operators of the national electricity transmission network across Great Britain and own and maintain the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. National Grid does not distribute electricity to individual premises, but its role in the wholesale market is vital to ensuring a reliable, secure and quality supply to all.
National Grid Lion Link Limited (NGLL)	The Applicant, a joint venture between National Grid Ventures and TenneT. NGLL is a business within the wider National Grid Ventures portfolio.
National Grid Strategic Infrastructure (NGSI)	Part of NGET and responsible for delivering major strategic UK electricity transmission projects, focussed on connecting more clean, low-carbon power to England and Wales.
National Grid Ventures (NGV)	Operates and invests in energy projects, technologies and partnerships to accelerate the development of a clean energy future. This includes interconnectors (such as the LionLink Project), allowing trade between energy markets and the efficient use of renewable energy resources.
Nationally Significant Infrastructure Projects (NSIP)	Major infrastructure developments in England and Wales for which development consent is required, as defined within Section 14 of the Planning Act 2008 (as amended). This includes any development which is subject to a direction by the relevant Secretary of State pursuant to Section 35 of the Planning Act 2008.
Non-standard interconnector (NSI)	A project where GB interconnection is combined with transmission of offshore generation outside of GB.
Northern Route Option	A northern cable corridor option that would allow Underground HVAC Cable delivery for Proposed Scheme only.
Offshore Hybrid Asset (OHA)	A project that combines cross-border interconnection with the transmission of offshore generation, this is an overarching term which covers both multi-purpose interconnectors (MPI) and non-standard interconnectors (NSI).
Order Limits	The maximum extent of land within which the Proposed Scheme may take place, as consented.

Term	Description
Outline Offshore Construction Environmental Management Plan (Outline Offshore CEMP)	Describes the control measures and standards proposed to be implemented to provide a consistent approach to the environmental management of the construction activities of the Proposed Offshore Scheme.
Outline Onshore Code of Construction Practice (Outline Onshore CoCP)	Describes the control measures and standards proposed to be implemented to provide a consistent approach to the environmental management of the construction activities of the Proposed Onshore Scheme.
Overhead Lines (OHL)	Conductors (wires) carrying electric current, strung from Tower to Tower.
Planning Act 2008	The Planning Act 2008 being the relevant primary legislation for national infrastructure planning.
Planning Inspectorate (PINS)	The Planning inspectorate review DCO applications and make a recommendation to the Secretary of State, who will then decide whether to approve the DCO.
Preliminary Environmental Information Report (PEIR)	The PEIR is a document, compiled by the Applicant, which presents preliminary environmental information, as part of the statutory consultation process. This is defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 as containing information which "is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development)" (Section 12 2. (b)).
	This PEIR describes the Proposed Scheme, sets out preliminary findings of the EIA undertaken to date, and the mitigation measures proposed to reduce effects. The PEIR is published at Statutory Consultation stage for information and feedback.
Project (the)	The LionLink Project (hereafter referred to as the 'Project') is a proposal by National Grid Lion Link Limited (NGLL) and TenneT. The Project is a proposed electricity link between Great Britain (GB) and the Netherlands with a capacity of up to 2.0 gigawatts (GW) of electricity and will connect to Dutch offshore wind via an offshore platform in Dutch waters.
	The Project is the collective term used to refer to the proposal for all aspects (onshore and offshore) of the proposed interconnector between GB and the Netherlands.
Proposed Offshore Scheme	The term used when referring to the offshore elements of the Proposed Scheme, seaward of the mean high-water springs to the EEZ boundary at sea.
Proposed Onshore Scheme	The term used when referring to the onshore elements of the Proposed Scheme, landward of the mean low water springs. Proposed Onshore Scheme components include:

Term	Description
	<ul style="list-style-type: none"> <li>a) Kiln Lane Substation.</li> <li>b) Underground High Voltage Alternating Current (HVAC) Cables;</li> <li>c) Converter Station.</li> <li>d) Underground High Voltage Direct Current (HVDC) Cables; and</li> <li>e) Landfall.</li> </ul>
Proposed Scheme	<p>Used when referring to the GB scheme components of the Project, not including Dutch components. This includes both the onshore and offshore scheme components which are within UK territorial waters and up to the UK EEZ boundary at sea.</p>
Rochdale Envelope	<p>The Rochdale Envelope or Design Envelope approach is employed where the nature of a proposed development means that some details of a project are not available in advance of, or at the time of submitting the DCO application. The Rochdale Envelope approach defines a design envelope and parameters within which the final design will sit and ensures a robust and reliable EIA can be undertaken.</p>
Scoping Opinion	<p>A scoping opinion is requested from the Planning Inspectorate on behalf of the Secretary of State, to inform the requirements of EIA process and ultimately the ES which will be submitted as part of the application for development consent. Through the scoping process, the views of the statutory consultees and other relevant organisations on the proposed scope of the EIA are sought.</p>
	<p>A Scoping Opinion for the Proposed Scheme was issued by the Planning Inspectorate (on behalf of the Secretary of State) on 16 April 2024. The Applicant received a separate EIA Scoping Opinion from the Marine Management Organisation (MMO) (Reference DCO/2024/00005, dated 04 September 2024) as the MMO were unable to provide opinion to the Planning Inspectorate in time for the April 2024 deadline.</p>
Scottish Power Renewables (SPR) East Anglia One North (EA1N) and East Anglia 2 (EA2) Consents (SPR EA1N and EA2 Consents)	<p>The Orders made following the Scottish Power Renewables applications for development consent for the following projects:</p> <ul style="list-style-type: none"> <li>a) The East Anglia ONE North Offshore Wind Farm Order 2022; and</li> <li>b) East Anglia TWO Offshore Wind Farm Order 2022</li> </ul>
Southern Route Option	<p>A southern cable corridor option that would allow:</p> <ul style="list-style-type: none"> <li>a) Underground HVAC Cable delivery for Proposed Scheme only, or</li> <li>b) Underground HVAC Cable delivery for Proposed Scheme and ducting for Sea Links Underground HVAC and HVDC cables in that section.</li> </ul>
Statutory Consultation	<p>Consultation undertaken with the community and stakeholders in advance of the application for development consent being submitted</p>

Term	Description
	to the Planning Inspectorate, on behalf of the Secretary of state, in accordance with the PA 2008.
Substation	Substations are used to control the flow of power through the electricity system. They are also used to change (or transform) the voltage from a higher to lower voltage to allow it to be transmitted to local homes and businesses.
TenneT	Operator of the electricity transmission network across the Netherlands.
Tower	A structure used to carry overhead electrical conductors, insulators, and fittings. Often described as a pylon.
Transition Joint Bay (TJB)	An underground structure at the Landfall Site that house the joints between the offshore cables and the onshore cables.
Underground Cable Corridors	Collective term for the corridors within which HVAC and HVDC cables are planned.
Underground High Voltage Alternating Current (HVAC) Cable Corridor	A corridor in which the underground HVAC cables are planned to be installed.
Underground High Voltage Alternating Current (HVAC) Cables	Transmission cables which connect between the Converter Station and Substation. HVAC cables are designed to manage fluctuating flow of current.
Underground High Voltage Direct Current (HVDC) Cable Corridor	A corridor in which the underground HVDC cables are planned to be installed.
Underground High Voltage Direct Current (HVDC) Cables	Transmission cables which connect the Converter Station to the Landfall Site and then offshore. HVDC cables are designed to manage current flowing in one direction.
Visibility Splay	An area of land at a road junction that ensures drivers have an unobstructed view of oncoming traffic allowing them to safely join or cross the road.
Western Route Option	As part of the Underground HVDC cable corridor, the Western Route Option would deliver the Scheme within its own corridor with no co-location with the Sizewell Link Road (SLR) scheme.

# 10 Health and Wellbeing

## 10.1 Introduction

10.1.1 This chapter provides a preliminary assessment of the potential likely significant effects in relation to Health and Wellbeing from the construction, operation and maintenance, and decommissioning of LionLink (hereafter referred to as 'the Proposed Onshore Scheme').

10.1.2 Health and Wellbeing aspects considered within this chapter for the Proposed Onshore Scheme are:

- environmental impacts on air quality, noise, visual amenity and lighting and their potential impact on wellbeing and quality of life for communities close to construction activity;
- temporary closures and diversions of public rights of way (PRoW), affecting severance and opportunities for exercise and access to green spaces;
- issues related to construction traffic in terms of neighbourhood amenity and severance;
- loss of land, severance and amenity impacts; and
- potential employment and training opportunities and benefits for the local community.

10.1.3 This chapter outlines legislation, policy and guidance that is relevant to Health and Wellbeing, summarises the engagement undertaken to date, sets out the scope and methodology of assessment, and describes the baseline environment. Following this, the likely significant effects of the Proposed Onshore Scheme on Health and Wellbeing are assessed taking account of mitigation measures within the design. The need for any additional mitigation is then considered along with any proposals for monitoring and/or enhancement. The chapter concludes with a summary of residual effects.

10.1.4 This chapter should be read in conjunction with **Chapter 2 Description of the Proposed Scheme** of this PEIR, which describes the development parameters against which the effects considered in this chapter have been assessed and **Chapter 5 EIA Approach and Methodology** which describes the approach to the preliminary Environmental Impact Assessment (EIA) including the approach to the assessment scenarios considered.

10.1.5 In addition, there may be interrelationships related to the potential effects on Health and Wellbeing and other disciplines. Therefore, this chapter should be read alongside relevant parts of other chapters, namely:

- Chapter 7 Air Quality** – which covers air quality effects arising from construction activities and traffic and their impact on human receptors;
- Chapter 9 Geology and Contamination** – which covers contamination sources and potential effects on human and environmental receptors;

- c. **Chapter 15 Noise and Vibration** - which covers noise and vibration effects arising from construction activities and traffic and their impact on human receptors;
- d. **Chapter 13 Landscape and Visual** – which covers effects on recreational, tourism and community visual receptors;
- e. **Chapter 17 Traffic and Transport** – which covers effects on accessibility, active travel, use of PRoW as a result of construction traffic; and
- f. **Chapter 16 Socio-Economics, Recreation and Tourism** - which covers impacts on community land and facilities, commercial property and land, and employment creation.

10.1.6 This chapter is supported by the following appendices and figures:

- a. **Appendix 2.3 Electromagnetic Field Assessment;**
- b. **Appendix 10.1 Health and Wellbeing Evidence Review;**
- c. **Figure 10.1 Health and Wellbeing Study Area;**
- d. **Figure 10.2 Health and Wellbeing Receptors;** and
- e. **Figure 10.3 Indices of Multiple Deprivation.**

## 10.2 Policy framework

10.2.1 This section identifies the policy and guidance that has informed the assessment of the likely significant effects on Health and Wellbeing.

### National Policy

10.2.2 The primary policy consideration for the Secretary of State when deciding whether to grant a Development Consent Order (DCO) for the Proposed Scheme will be the National Policy Statements for Energy. Of specific relevance to the Proposed Scheme are the Overarching National Policy Statement (NPS) for Energy (EN-1) (Ref 1), the NPS for Electricity Networks Infrastructure (EN-5) (Ref 2), and National Planning Policy Framework (Ref 3). These set out a policy framework to guide how DCO applications for energy infrastructure should be decided and how the effects of such infrastructure are considered.

10.2.3 **Table 10.1** lists the paragraphs from the NPS and other national policy that are relevant to the Health and Wellbeing assessment. It also sets out where these policy requirements are addressed within this chapter.

**Table 10.1 List of relevant national policy for Health and Wellbeing**

Relevant paragraph reference	Summary of policy requirement	Where addressed in PEIR
<b>National Policy Statement for Energy (EN-1)</b>		
Section 4.4 Section 5.7	Section 4.4 of NPS EN-1 acknowledges the potential for nationally significant energy infrastructure projects to impact human health. It requires applicants to	This policy requirement has been considered in <b>Section 10.8</b> of this PEIR chapter.

Relevant paragraph reference	Summary of policy requirement	Where addressed in PEIR
	<p>assess the likely significant effects of their proposals on health and wellbeing, including impacts arising from emissions, noise, and disturbance. The policy underlines the importance of appropriate mitigation measures being identified and implemented to minimise adverse health outcomes during construction, operation, and decommissioning phases. Section 5.7 outlines the requirement for consideration of environmental nuisances such as dust, odour, artificial light, smoke, steam, and insect infestation, which may arise from energy infrastructure development. These factors are recognised as potentially detrimental to both human health and general amenity. The policy stipulates that the applicant should undertake a thorough assessment of such impacts and propose mitigation strategies where necessary to protect receptors, particularly those in residential or sensitive locations.</p>	

#### National Planning Policy Framework (2024)

Paragraphs 180 and 189	<p>Paragraph 98: This paragraph encourages planning for shared spaces and community facilities, supporting local strategies to improve health, social, and cultural wellbeing, and protecting valued services.</p> <p>Paragraph 103: This paragraph highlights the role of open spaces and sport in supporting community health and wellbeing and calls for robust assessments to guide provision.</p> <p>Paragraph 135: This paragraph states that developments should promote health and wellbeing, with high standards of amenity and safety for all users.</p> <p>Paragraph 180: This paragraph addresses the need to avoid adverse impacts from pollution and land instability and ensure that new development is appropriate for its location. It emphasises that decisions</p>	This policy requirement has been considered in <b>Section 10.8</b> of this PEIR chapter.
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Relevant paragraph reference	Summary of policy requirement	Where addressed in PEIR
	<p>should mitigate potential harm to health, living conditions, and the natural environment, particularly through the control of noise, light, and air emissions.</p> <p>Paragraph 189: This paragraph pertains to the conservation of heritage assets, requiring applicants to describe the significance of any heritage assets affected by development proposals. While primarily focused on heritage value, the protection and enhancement of cultural and historic environments can positively influence health and wellbeing by fostering a sense of place, identity, and continuity within communities.</p> <p>Paragraph 198: This paragraph ensures that new development is appropriate for its location by considering the cumulative effects of pollution on health, living conditions, and the natural environment. It calls for mitigation of noise, protection of tranquil areas, and control of light pollution to safeguard public health and amenity.</p> <p>Paragraph 223: This paragraph sets out planning policies for minerals, emphasizing the need to safeguard resources and avoid adverse impacts on human health and the environment. It highlights the importance of considering cumulative effects from multiple sites and ensuring that mineral operations do not harm wellbeing.</p> <p>Paragraph 224: This paragraph advises that planning applications for mineral extraction should be given great weight due to their economic benefits, but also stresses the need to avoid unacceptable impacts on health and the environment. It promotes early restoration and high environmental standards to protect communities and ecosystems.</p>	
10.2.4	In April 2025, the Department for Energy Security and Net Zero (DESNZ) published the consultation on the revised energy NPS's, with draft updates made to NPS EN-1, NPS EN-3 and NPS EN-5. The Applicant recognises the clarifications that are proposed in the draft NPS's, including specific reference to	

Offshore Hybrid Asset's directed into the NSIP regime under Section 35 of the PA2008 (draft NPS EN-1 paragraph 4.2.18 and draft NPS EN-3 paragraph 1.6.3).

10.2.5 The Applicant acknowledges that the draft policy is subject to change and therefore all potentially relevant references that apply to the Proposed Scheme are not recorded within this PEIR.

10.2.6 The Applicant will continue to monitor the progress of the designation of the draft NPS's and their applicability to the Proposed Scheme, as it progresses through Statutory Consultation and towards the submission of the application for development consent.

### Local Policy

10.2.7 The local policies listed in **Table 10.2** are considered relevant to the Health and Wellbeing assessment of the Proposed Onshore Scheme.

**Table 10.2 List of relevant local policy for Health and Wellbeing**

Local planning authority	Relevant local policy	Relevance to assessment
Suffolk County Council	Energy and Climate Adaptive Infrastructure Policy- Community Engagement and Wellbeing Supplementary Planning Document (Ref 4)	The Community Engagement and Wellbeing Policy from Suffolk County Council is a supplementary guidance document designed to ensure effective and fair engagement between project promoters and local communities affected by energy and climate infrastructure projects and to safeguard community wellbeing during all phases of infrastructure development. This is addressed in <b>Table 10.3 , Table 10.4 and Paragraph 10.3.9.</b>
Suffolk County Council	Preparing for the Future Joint Local Health and Wellbeing Strategy 2022 – 2027 (Ref 5)	The Joint Local Health and Wellbeing Strategy sets out the vision: to work with our communities and partners to make Suffolk a place where everyone can lead a longer, healthier and happier life. Key challenges include significant health inequalities, mental and emotional wellbeing issues and issues of the pandemic on employment and income. Mental health is addressed throughout, but specifically in <b>Paragraph 10.6.44</b> . Health inequalities are addressed specifically in <b>Paragraph 10.6.48</b> when discussing vulnerable groups. Employment and income opportunities are addressed in <b>Paragraph 10.8.16.</b>

Local planning authority	Relevant local policy	Relevance to assessment
Suffolk County Council	Public Rights of Way and Green Access Supplementary Guidance Document (Ref 6)	<p>The purpose of the document is to set expectations for the treatment of PRoW in infrastructure projects.</p> <p>The document states that the EIA methodology should consider the combination of effects, and the effects to be considered are:</p> <ul style="list-style-type: none"> <li>- physical changes to PRoW (eg diversion)</li> <li>- changes to the quality of the experience</li> <li>- creation of user stress</li> <li>- changes to the experience</li> <li>- impacts on ambience</li> </ul> <p>The document states that it is the Councils preference that adverse impacts on PRoW should be fully mitigated with embedded mitigation.</p>
Suffolk County Council	Community Engagement and Wellbeing (Ref 7)	<p>The purpose of this document is to provide supplementary guidance to support Suffolk's Energy and Climate Adaptive Infrastructure Policy. It considers the wellbeing of local communities, recognising that large infrastructure projects can cause stress, anxiety and disruption, especially when multiple projects affect the same area. It also promotes engagement with communities throughout all stages of the project. Community and stakeholder engagement is addressed in <b>Section 10.3</b>. Health and wellbeing effects arising from multiple projects in the same area will be addressed in the ES.</p>
East Suffolk Council	East Suffolk Cycling and Walking Strategy (Ref 8)	<p>The purpose of this document is to create environments that improve health and wellbeing by making cycling, walking and wheeling safer, more attractive and more accessible. It is aligned with national, county and local health policies. The strategy identifies key corridors and makes site allocation recommendations. Overall, this strategy is seeking to promote active travel, which is addressed in the assessment under the health determinant in <b>Paragraph 10.8.11</b> as part of consideration of active living.</p>
East Suffolk Council (formerly Waveney District Council)	Waveney Local Plan (2019) (Ref 9)	<p>The Waveney Local Plan sets out the vision for Waveney until 2036. Strategic Priority 1 is: <i>To improve health, wellbeing and</i></p>

Local planning authority	Relevant local policy	Relevance to assessment
		<p><i>education opportunities for the population, which is supported by multiple strategic policies. Policy WLP8.21 – Sustainable Transport states that development proposals should reduce conflict between users of the transport network including pedestrians and cyclists. This is addressed under the health determinant in <b>Paragraph 10.8.11</b> as part of consideration of active living.</i></p>
Reydon Parish Council	Reydon Neighbourhood Plan (2021) (Ref 10)	<p>Reydon Neighbourhood Plan was prepared by Reydon Parish Council and sets out its vision for development to 2036. Key Issue Three is: <i>Protecting community assets and green space in the village. 6.2 RPC Action 3: Extending Public Rights of Way Access to the Countryside</i> is addressed in <b>Paragraph 10.8.11</b> as part of consideration of active living.</p>
Saxmundham Town Council	Saxmundham Neighbourhood Plan (2023) (Ref 11) <sup>1</sup>	<p>Saxmundham Neighbourhood Plan was prepared by Saxmundham Town Council. It lays out visions and objectives for Saxmundham, one of which is a <i>safe and healthy town</i>. Objective 3: <i>To improve transport and safe accessibility for the people of Saxmundham by foot, bicycle, mobility scooter and public or private transport, resulting in environmental and health benefits</i>. This is addressed in <b>Paragraph 10.8.11</b> where impacts to active living are considered.</p>
Southwold Town Council	Southwold Neighbourhood Plan (2022) (Ref 12)	<p>Southwold Neighbourhood Plan was prepared by Southwold Town Council and sets out its vision for development to 2036. One objective of the plan is to <i>protect existing community services and provide space for changing community needs</i>. This is addressed in <b>Paragraph 10.8.34</b> when assessing the impact of the Proposed Onshore Scheme on the health determinant of access to community services.</p>
Walberswick Parish Council	Walberswick Neighbourhood Plan (Consultation December 2022) (Ref 13)	<p>The Walberswick Neighbourhood Plan is in the process of being created; the consultation from 2022 shows the process and aims of the Plan at its most progressed</p>

<sup>1</sup> Consultation to modifications of the Plan was ongoing from June 27 to August 15 of 2025.

Local planning authority	Relevant local policy	Relevance to assessment
		stage. Safe Space, which involves ideas for safe, comfortable walking and cycling, is a proposed component of the plan, which is addressed under active living in <b>Paragraph 10.8.11</b>
Wenhampton with Mells Hamlet Parish Council	Wenhampton with Mells Hamlet Neighbourhood Plan (Ref 14)	The Neighbourhood Plan is a community led framework which provides information and guidance about the future development and growth of the Parish. QqM S8 states <i>The Parish Council and other parish organisations will continue to engage with the voluntary and community sector to improve services and facilities in the community and to support elderly residents and carers.</i> This is addressed in <b>Paragraph 10.8.34</b> when assessing the impact of the Proposed Onshore Scheme on the health determinant of access to community services.

## 10.3 Consultation and engagement

- 10.3.1 This section describes the outcome of, and response to, the EIA Scoping Opinion (Ref 15) in relation to the Health and Wellbeing assessment.
- 10.3.2 It also provides details of the ongoing technical engagement that has been undertaken with key stakeholders and provides a brief overview of the non-statutory public consultation undertaken to date.
- 10.3.3 Feedback from engagement and consultation are used to define the assessment approach and to ensure that appropriate baseline information is used.
- 10.3.4 It should be noted that feedback is also used to drive the design of the Proposed Onshore Scheme to avoid, prevent and reduce any likely environmental effects. **PEIR Chapter 3 Alternatives and Design Evolution** reports how the Proposed Onshore Scheme design has evolved in response to feedback. Details of proposed embedded design (Primary) mitigation and standard good practice (Tertiary) mitigation measures relevant to the Health and Wellbeing assessment are provided in **Table 10.11** of this chapter.

### Consultation

#### Non-Statutory Consultation

- 10.3.5 Feedback received from stakeholders during the Non-Statutory Consultation in 2022 and 2023 is outlined within **Interim Non-Statutory Consultation Feedback**

**Summary Report 2023 (Ref 16) and Supplementary Non-Statutory Consultation Summary Report 2024 (Ref 17).**

10.3.6 **Table 10.3** below includes a summary of key non-statutory consultation feedback received to date and how this has been addressed within the PEIR or will be within the Environmental Statement (ES). All feedback received has been considered as part of the ongoing EIA.

**Table 10.3 Key non-statutory consultation feedback for Health and Wellbeing**

Stakeholder	Comment	Applicant response
Walberswick Parish Council	Disturbance or release of contamination in soil or groundwater that can result from construction activities should be scoped in given their potential to affect health.	The Geology and Ground Contamination chapter has assessed the potential for release of contamination and associated effects on human health and identified mitigation measures to prevent significant effects, in compliance with relevant standards and regulations. Therefore, this issue is not given further consideration in the health assessment.

**EIA Scoping Opinion**

10.3.7 An EIA Scoping Opinion was adopted by the Planning Inspectorate on behalf of the Secretary of State on 16 April 2024.

10.3.8 Comments received from the Planning Inspectorate in relation to Health and Wellbeing are provided in **Table 10.4**.

**Table 10.4 Preliminary response to Planning Inspectorate Scoping Opinion comments for Health and Wellbeing**

Scoping Opinion ID	Scoping Opinion Comment	How this is addressed
3.5.1.	The Inspectorate advises that due to a lack of sufficient data, potential significant effects on human health in relation to contamination of soil or groundwater cannot be ruled out and should be assessed within the Environmental Statement (ES). While the issue can be addressed within the Geology and Contamination chapter, it should not be excluded entirely, and cross-referencing to avoid duplication is acceptable.	<b>Chapter 9 Geology and Ground Contamination</b> of this PEIR has assessed the potential for release of contamination and associated effects on human health and identified mitigation measures to prevent significant effects, in compliance with relevant standards and regulations. Therefore, this issue is not given further consideration in the health assessment.

Scoping Opinion ID	Scoping Opinion Comment	How this is addressed
3.5.5.	<p>The Inspectorate notes that while a 250m study area is proposed for health and wellbeing assessment, construction traffic impacts may extend further. Therefore, the assessment should use a study area based on the actual Access Route Network (ARN) once it's defined.</p>	<p>Noted. The assessment of effects arising from an increase in vehicle movements during construction will be undertaken for a study area that reflects the ARN, once established, and reported in the ES. This has been addressed in <b>Section 10.8</b> of the PEIR.</p>
3.5.6.	<p>The Inspectorate notes that, while the Scoping Report includes mental health baseline data for Suffolk, it's unclear if mental health is proposed to be considered in this assessment. The Inspectorate also notes comments from several consultation bodies regarding cumulative effects of multiple NSIPs on the mental health and wellbeing of local residents, and advises that effects on mental health arising from the cumulation of major projects in the study area should be assessed and reported in the ES where significant effects are likely.</p>	<p>Noted. The assessment will use the World Health Organization's definition of health as 'a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity'. As such, mental health and wellbeing (at the population level) will be included in the assessment. This is addressed in <b>Section 10.8</b> of the PEIR.</p> <p>The impact on mental health from multiple major projects in the area will be included in the cumulative assessment, which will be completed as part of the ES.</p>

## Engagement

10.3.9 This section provides details of the ongoing technical engagement that has been undertaken with stakeholders in relation to Health and Wellbeing and is outlined below.

### Key stakeholders

10.3.10 Key stakeholders with views and concerns regarding Health and Wellbeing have been identified as:

- East Suffolk Council;
- East Suffolk Council Public Health Team;
- Office for Health Improvement and Disparities (OHID);
- Reydon Parish Council;
- Saxmundham Town Council;
- Suffolk County Council;
- Suffolk County Council Public Health Team;
- UK Health Security Agency; and
- Walberswick Parish Council.

## 10.4 Assessment methodology

10.4.1 This section outlines the methodology followed to assess the potential likely significant effects of the Proposed Onshore Scheme in relation to Health and Wellbeing including:

- scope of the assessment;
- study area;
- methodology; and
- assessment of cumulative effects.

10.4.2 This section provides a description of how receptor sensitivity, magnitude of impact and significance of effect are all described and assigned to the assessment. This is a preliminary assessment and may be subject to change as more detailed scheme information becomes available.

10.4.3 The Proposed Onshore Scheme-wide approach to the assessment methodology is set out in **Chapter 5 EIA Approach and Methodology** of this PEIR.

10.4.4 The assessment in this section considers population health, rather than individual health. Effects on individual receptors, or groups of receptors, are considered in the relevant environmental topics such as **Chapter 7 Air Quality** and **Chapter 15 Noise and Vibration** of this PEIR, and include consideration of health. However, effects on individual receptors do not give rise to likely significant effects on health at the population level.

10.4.5 This assessment uses the definition of health as issued by the World Health Organization: *“Health is a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity”*. The assessment therefore considers mental health and social well-being to be of equal importance to physical health.

### Scope of the assessment

10.4.6 Potential significant effects requiring assessment may be temporary or permanent and may occur during construction, operation and maintenance, and decommissioning. Potential likely significant effects on Health and Wellbeing receptors within the scope of the assessment are summarised in **Table 10.5**. The scope of the assessment has responded to feedback received as detailed in **Section 10.3**.

10.4.7 The receptors identified are:

- the residential population within the study area, as described in 10.4.19; and
- users of amenity and community facilities within the study area.

10.4.8 There is a potential for construction traffic effects, as reported in **Chapter 17 Traffic and Transport**, to impact on sensitive health receptors outside this study area; these will be scoped in on a case-by-case basis as required.

10.4.9 Changes in health determinants indicate where there may be impacts to population-level health. Where a receptor population is exposed to a change in a health determinant, this may result in a health effect. Health determinants that are expected to change during construction and decommissioning and have been scoped into the assessment are described below.

### **Environmental amenity**

10.4.10 Environmental amenity comprises aspects of the physical environment that contribute to the quality of public and private spaces. The construction phase may impact environmental amenity through changes in traffic, noise and vibration, air quality and visual amenity, either individually or in combination. Changes in environmental amenity can affect people's willingness to use outside spaces, and the ways in which they are used. The quality of the public realm and outdoor spaces affects people's mental wellbeing, satisfaction with their local environment, sense of place and the value people attach to their neighbourhood. Attachment to place, is identified as a characteristic of resilient communities, is closely related to strong social networks.

10.4.11 The following aspects of environmental amenity have the potential to affect health and wellbeing and are therefore considered in this assessment:

- Noise: influences sleep, stress, anxiety, blood pressure and mental health. Noise also affects the perceived pleasantness or usage levels of public spaces.
- Air quality: impacts on respiratory and cardiovascular health. Concerns about air quality may influence choices that affect health indirectly, such as the decision to use public spaces or engagement in active travel.
- Visual environment: visually appealing streets and public spaces provide more incentive for people to use these spaces and affects people's mental wellbeing, enjoyment of and attachment to places.
- Traffic: heavy traffic can make streets less appealing due to increased stress, safety concerns, noise, air quality and visual impacts.

### **Active living**

10.4.12 Active living comprises intentional and unintentional physical activity. It includes active travel and access to community resources which facilitate physical activity, such as a park. The health benefits of regular physical activity are well-established and wide ranging and have significant positive implications for mental health and wellbeing. In general, the more time spent being active, the greater the health benefits.

### **Employment and training**

10.4.13 There is evidence that employment influences health, both from an economic standpoint and in terms of quality of life. Good quality work protects against social exclusion through the provision of income, social interaction, a core role

and identity and purpose. Therefore, the generation of secure, fulfilling jobs is beneficial to mental and physical health outcomes.

### Access to community services

10.4.14 Accessibility to healthcare, community facilities and public services has a direct positive effect on mental and physical health. Accessibility includes the ability to easily and affordably reach facilities and the capacity of facilities to provide high quality services.

### Housing

10.4.15 Secure housing refers to stable and safe living arrangements that protect the individual from displacement, overcrowding and unsafe conditions. Secure housing is foundational for physical and mental health, and safe, secure and comfortable housing has a direct positive effect on mental and physical health.

10.4.16 All impacts on health determinants identified as a result of construction are expected to be the same for decommissioning and therefore decommissioning has not been assessed separately.

10.4.17 No impacts on health determinants as a result of operation and maintenance have been identified that would potentially affect population health, based on their likely scale and severity.

**Table 10.5 Summary of the scope for Health and Wellbeing assessment**

Receptor	Construction	Operation	Decommissioning
Residential Population within the study area	Scoped in	Scoped out	Scoped in
Users of amenity and community facilities within the study area	Scoped in	Scoped out	Scoped in

### Study area

10.4.18 This section describes the spatial scope (the area which may be impacted) for the assessment as it applies to Health and Wellbeing.

10.4.19 The principal study area comprises all areas within the Draft Order Limits and residential, community and healthcare facilities which fall within 300m from Draft Order Limits. This area is considered to cover the likely extent of environmental effects from the construction of the Proposed Onshore Scheme that may give rise to health effects. The study area is shown in **Figure 10.1**.

10.4.20 Wider employment and economic effects will be considered across East Suffolk, Suffolk and the wider East of England area, as stated in **Chapter 16 Socio-economics, Recreation and Tourism**.

## Assessment scenarios

10.4.21 **Chapter 5 EIA Approach and Methodology** of this PEIR, provides an overview of the project's approach to the temporal scope (the time scales over which impacts may occur) of the EIA. This section describes the temporal scope for the assessment as it applies to the Health and Wellbeing. **Chapter 2 Description of the Proposed Scheme** of this PEIR sets out two consenting scenarios for Kiln Lane Substation. In addition, alternative scenarios and options have been described further within **Section 5.6 of Chapter 5 EIA Approach and Methodology**. For the purposes of the Health and Wellbeing assessment, the Full Build Out of Kiln Lane Substation Scenario has been assessed as the reasonable worst-case scenario as it would have the longer construction programme.

10.4.22 As there are not material differences from a health perspective between the different options being considered for the proposed Underground HVAC Cable Corridor and the proposed Underground HVDC Cable Corridor, a single assessment has been undertaken for the entirety of the cable corridor area within the Draft Order Limits.

10.4.23 The Health and Wellbeing assessment is based on effects identified for other topics, and those effects have been determined based on the scenarios set out in the respective sections of the PEIR.

## Baseline methodology

### Data collection

10.4.24 Baseline data collection has been undertaken to obtain information about the existing social and health characteristics of the population within the study area. In addition, desktop analysis has been undertaken to ascertain the number and type of receptors within the Study Area (see **Figures 10.2 and 10.3**) This section provides the approach to collecting baseline data.

10.4.25 The following sources of data have been used to inform the baseline with respect to Health and Wellbeing (**Table 10.6**).

**Table 10.6 Data sources used to inform the Health and Wellbeing assessment**

Source of data	Baseline data
Office for National Statistics (ONS) 2021 Census (Ref 18)	The 2021 Census provides comprehensive data on health-related demographics in the UK, including population profiles segmented by age groups, ethnicity, and employment status. It also includes self-reported measures of general health and disability, enabling detailed analysis of health disparities across different communities and socioeconomic groups.
2019 Index of Multiple Deprivation (IMD) (Ref 19)	The 2019 Index of Multiple Deprivation (IMD) provides a detailed picture of relative deprivation across England, combining data on income, employment, education, health and disability, crime, housing,

Source of data	Baseline data
	and living environment. The health domain specifically measures the risk of premature death and the impairment of quality of life through indicators such as illness, disability, and access to health services.
Office for Health Improvement and Disparities – Local Health Profile (Ref 20)	The Office for Health Improvement and Disparities – Local Health Profile offers area-specific data on key health indicators such as life expectancy, causes of death, mental health, and lifestyle factors like smoking and obesity. It also includes metrics on health inequalities and social determinants, enabling targeted public health interventions at the local level.

10.4.26 Baseline data collection for the Health and Wellbeing assessment has been desk based. All information necessary to inform the baseline assessment is publicly available or drawn from other EIA topics and therefore, no health-specific surveys are necessary. Where effects of the assessment are based on other topic assessments, baseline data or surveys for those contributing assessments are described in the respective Chapters.

### Assessment methodology

10.4.27 The approach to the assessment is set out in **Chapter 5 EIA Approach and Methodology** of this PEIR.

10.4.28 The assessment of likely significant health effects has followed the Institute of Sustainability and Environmental Professionals (ISEP) (formerly the Institute of Environmental Management and Assessment (IEMA) guidance on Determining Significance for Human Health in Environmental Impact Assessment (2022) (Ref 21).

10.4.29 The health assessment uses the World Health Organization's definition of health as '*a state of complete physical, mental, and social well-being and not merely the absence of disease or infirmity*'. The ISEP guidance gives parity to physical health and mental health, and all aspects of health as defined by the WHO are considered in the assessment using the following terminology:

- the term 'wellbeing' refers to issues such as comfort, happiness and life satisfaction;
- the term 'health' may refer to any or all aspects of health as defined by the WHO and encompasses wellbeing. It may also refer to specific mental or physical health conditions.

10.4.30 The ISEP guidance provides indicative criteria to inform judgements of magnitude and sensitivity. It recommends that the use of these terms is supported by a narrative explaining the rationale for the assessment. ISEP recommends an approach based on impact magnitude and receptor sensitivity, using a matrix to guide the assessment of significance. The guidance notes that the matrix is only a tool to assist with judgement and that there are no clear cut-off points between categories. The point at which an impact changes category is a professional judgement and should be supported by evidence and justification.

10.4.31 **Table 10.7** and **Table 10.8** provide definitions of the sensitivity and magnitude used in the assessment. **Table 10.9** shows the matrix which guides the assessment of significance.

**Table 10.7 Criteria for assessment of the sensitivity of a receptor population**

Sensitivity	Sensitivity Criteria
High	High levels of deprivation (including pockets of deprivation); reliance on resources shared (between the population and the project); existing wide inequalities between the most and least healthy; a community whose outlook is predominantly anxiety or concern; people who are prevented from undertaking daily activities; dependants; people with very poor health status; and/or people with a very low capacity to adapt.
Medium	Moderate levels of deprivation; few alternatives to shared resources; existing widening inequalities between the most and least healthy; a community whose outlook is predominantly uncertainty with some concern; people who are highly limited from undertaking daily activities; people providing or requiring a lot of care; people with poor health status; and/or people with a limited capacity to adapt.
Low	Low levels of deprivation; many alternatives to shared resources; existing narrowing inequalities between the most and least healthy; a community whose outlook is predominantly ambivalence with some concern; people who are slightly limited from undertaking daily activities; people providing or requiring some care; people with fair health status; and/or people with a high capacity to adapt.
Very Low	Very low levels of deprivation; no shared resources; existing narrow inequalities between the most and least healthy; a community whose outlook is predominantly support with some concern; people who are not limited from undertaking daily activities; people who are independent (not a carer or dependant); people with good health status; and/or people with a very high capacity to adapt.

Adapted from: IEMA Guide to Determining Significance for Human Health in Environmental Impact Assessment 2022

**Table 10.8 Criteria for assessing magnitude of impact on a health determinant**

Magnitude	Magnitude Criteria
High	High exposure or scale; long-term duration or permanent change; continuous frequency; severity predominantly related to mortality or changes in morbidity (physical or mental health) for very severe illness/injury outcomes; majority of population affected; permanent change; substantial service quality implications.
Medium	Low exposure or medium scale; medium-term duration; gradual reversible; frequent events; severity predominantly related to moderate changes in morbidity or major change in quality-of-life; large minority of population affected; gradual reversal; small service quality implications.
Low	Very low exposure or small scale; short-term duration; rapid reversible; occasional events; severity predominantly related to minor change in morbidity or moderate change in quality-of-life; small minority of population affected; rapid reversal; slight service quality implications.
Negligible	Negligible exposure or scale; very short-term duration; immediate reversible; one-off frequency; severity predominantly relates to a minor change in quality-of-life; very

## Magnitude    Magnitude Criteria

few people affected; immediate reversal once activity complete; no service quality implication.

Adapted from: IEMA Guide to Determining Significance for Human Health in Environmental Impact Assessment, 2022.

**Table 10.9 Significance matrix**

		Sensitivity		
Magnitude of impact	High	Medium	Low	Very low
High	Major	Major/Moderate	Moderate/Minor	Minor/Negligible
Medium	Major/Moderate	Moderate	Minor	Minor/Negligible
Low	Moderate/Minor	Minor	Minor	Negligible
Negligible	Minor/Negligible	Minor/Negligible	Negligible	Negligible

### Cumulative assessment

10.4.32 **Chapter 28 Cumulative Effects** of this PEIR defines the methodology for the assessment of cumulative effects. The Health and Wellbeing assessment of intra- and inter-project cumulative effects will be carried out and reported within the ES.

10.4.33 The Zone of Influence for the inter-project cumulative effects assessment for Health and Wellbeing is 300m from the Draft Order Limits, as this is the area in which the health effects of the Proposed Onshore Scheme are likely to occur. Cumulative effects associated with construction traffic on the wider road network will also be considered as appropriate.

### Guidance

10.4.34 The Health and Wellbeing assessment has been undertaken in accordance with relevant guidance and has been compiled in accordance with professional standards. The guidance and standards which have informed the approach to this assessment are:

- IEMA (now ISEP) (2022) Determining Significance for Human Health in Environmental Impact Assessment (Ref 21);
- IEMA (now ISEP) (2022) Effective Scoping of Human Health in Environmental Impact Assessment (Ref 22); and
- International Association for Impact Assessment (IAIA) (2020) Human health: Ensuring a high level of protection. A reference paper on addressing Human Health in Environmental Impact Assessment (Ref 23).

## 10.5 Assessment assumptions and limitations

- 10.5.1 This section provides a description of the assumptions and limitations to the Health and Wellbeing assessment.
- 10.5.2 This PEIR has been collated based on a range of publicly available data and information only. It is assumed that the data collated is accurate.
- 10.5.3 In the absence of construction traffic numbers and confirmed routes at this stage in the assessment, a precautionary approach to impacts resulting from construction traffic has been taken using professional judgement.
- 10.5.4 The aggregated data and statistics used to support this assessment cannot be used to make inferences about the health of individuals within the communities assessed.
- 10.5.5 The health evaluation is a qualitative process based on professional judgement. Conclusions about the likely health effects are based on experience and knowledge of the scientific evidence linking health determinants with health outcomes.
- 10.5.6 The assessment of impacts on health determinants draws on information from other relevant assessment topics. Therefore, any assumptions and limitations that apply to these assessments may also be applicable to the Health and Wellbeing assessment.

## 10.6 Baseline conditions

- 10.6.1 To provide an assessment of the likely significance of the Proposed Onshore Scheme (in terms Health and Wellbeing), it is necessary to identify and understand the baseline conditions in the study area. This provides a reference point against which potential changes in Health and Wellbeing can be assessed.

### Current baseline

#### Proposed Onshore Scheme-wide Baseline

##### Community receptors

- 10.6.2 There are a number of community facilities within 300m of the proposed Onshore Draft Order Limits, including Friston Village Green, Friston Village Hall, Friston Play Area, St. Mary's Church, St. Mary Magdalene Church, Norwood House care home, Blythburgh Motorcross Track and Tinker's Walks Nature Reserve. These are described in more detail in **Table 16.21 of Chapter 16 Socio-economics, Recreation and Tourism** and in **Figures 10.2 and 10.3**.
- 10.6.3 Villages within and near to the proposed Onshore Draft Order Limits are: Walberswick, Darsham, Westleton, Middleton, Middleton Moor, Therberton, Saxmundham, Benhall Green, Sternfield, Church Common, Coldfair Green and Friston.

10.6.4 There are 32 footpaths and nine bridleways crossed by the Draft Order Limits or affected by the Proposed Onshore Scheme (for example, diversion, re-routing and closure). These are individually identified within **Chapter 17 Traffic and Transport** and **Figure 17.3**.

10.6.5 There are seven areas of open space within 300m of the Proposed Onshore Scheme's Draft Order Limits, as indicated in **Figure 10.2**. This is comprised of three in Walberswick, one along Dunwich Road where it meets the B1387, one in Middle Moor, one in Friston and one in Saxmundham.

### Health baseline

10.6.6 Health and social baseline data has been gathered for the 300m study area. This was determined by including the lower super output areas (LSOAs<sup>2</sup>) which fall within 300m of the Draft Order Limits. Where data is not available at the LSOA level, it has been taken at the local authority (East Suffolk) level. Data for life expectancy, deaths from respiratory disease, percentage of physically active adults and the prevalence of adult overweight and obesity is the same across all components of the Proposed Onshore Scheme.

10.6.7 The female average life expectancy at birth is 83.7 years in East Suffolk, which is above the national average of 82.8 years. Male life expectancy at birth is also slightly above the national average (78.7 years) at 79.9 years in East Suffolk (Ref 20).

10.6.8 The standardised mortality ratio from respiratory disease in East Suffolk is 83.2 per 100,000 people which is lower than the national rate of 100 (per 100,000) (Ref 20).

10.6.9 The percentage of physically active adults in East Suffolk is 71.8%, which is higher than the national average of 67.4% (Ref 20).

10.6.10 The prevalence of adult overweight and obesity in East Suffolk is 65.5%, slightly higher than the national prevalence of 64.5% (Ref 20).

10.6.11 For an overview of mental health within Suffolk, a Suffolk Minds survey has been used. Suffolk Minds is an independent mental health charity which publishes an annual report (Ref 26) on the mental wellbeing of the population based on 15 needs based on a survey focused on determinants of mental wellbeing (or 'needs').

10.6.12 The 2022-23 survey showed that the mental health needs of community, security, control, sleep, movement, and food and drink are the least well met needs in Suffolk on average. The needs of giving attention, privacy, and close relationships were the most well-met on average.

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<sup>2</sup> The names of the LSOAs included reflect the 2021 names, which is not consistent with names from the most recent IMD data from 2019. There was no change to the geographical area.

## Kiln Lane Substation

### Community receptors

10.6.13 Kiln Lane Substation would be located in a rural setting which is currently within farmed agricultural land. The nearest village is Friston, located approximately 600m south of the site. There is one PRoW crossing the site directly in a north-south direction. Community facilities near Kiln Lane Substation include Friston Village Green, Friston Village Hall, Friston Play Area and St. Mary's Church.

### Health baseline

10.6.14 The baseline study area relevant to Kiln Lane Substation is within one LSOA – East Suffolk 018E. The 2021 Census (Ref 18) identifies a population of 1,981 people in this LSOA. Based on the data in the 2021 Census, the age profile of the study area has a higher percentage of people aged 65+ (37%) when compared with East Suffolk (28%), East of England (20%) and England (18%). The study area has a relatively low proportion of people aged under 19 years old – 14% when compared to 20% in East Suffolk, 23% the East of England region and 23% nationally.

10.6.15 Based on the 2021 Census (Ref 18) the general health of the population in the study area is average, with 81% of the population self-reporting very good or good health status and 3% self-reporting bad or very bad status. This is slightly lower than self-reported health status for East Suffolk, East of England and nationally (6%, 5% and 5% respectively).

10.6.16 In terms of disability, 19% of the population within the study area are categorised as disabled under the Equality Act 2010 (Ref 27), in comparison to 21% in East Suffolk and 17% for both the region and nationally (Ref 18).

10.6.17 In terms of overall deprivation, the study area falls within the 40% least deprived neighbourhoods in the country under the English Indices of Multiple Deprivation (IMD) (Ref 19). LSOA East Suffolk 018E is within the 10% least deprived areas nationally, in terms of the Health Deprivation and Disability domain.

10.6.18 Data from the small area mental health index (SAMHI)<sup>3</sup> is used as an indicator of mental health and mental ill-health by LSOA. This index divides LSOAs into deciles, where the 1<sup>st</sup> decile represents LSOAs with the highest rates of mental ill-health and the 10<sup>th</sup> represents LSOAs with the lowest rates of mental ill-health. The population near Kiln Lane Substation is within the third decile, indicating higher rates of mental ill-health than average for England (Ref 28).

<sup>3</sup> This is calculated through combining data on mental health from multiple sources, including mental health related hospital attendances, prescribing data for antidepressants, Quality and Outcomes Framework data for depression and claimants of Disability Living Allowance.

## High Voltage Alternating Current Underground Cable Route

### Community receptors

10.6.19 The study area where the proposed Underground High Voltage Alternating Current (HVAC) Cable Corridor would be located consists of three LSOAs – East Suffolk 018E, 018A and 018C. It is located in a rural area. The proposed Underground HVAC Cable Corridor connects Kiln Lane Substation with the proposed Converter Station, and is close to the villages of Friston, Sternfield and Benhall Green.

### Health baseline

10.6.20 The 2021 Census (Ref 18) identifies a population of 5,906 people in these LSOAs. Based on data from the 2021 Census, the age profile of the study area has a higher percentage of people aged 65+ (33%) when compared with East Suffolk (28%), East of England (20%) and England (18%). The study area has a relatively low proportion of people aged under 19 years old – 17% when compared to 20% in East Suffolk, 23% in East of England and nationally.

10.6.21 In terms of general health, the population in the study area is around average, with 79% of the population self-reporting very good or good health status and 5% self-reporting bad or very bad status. This is generally in line with self-reported health status for East Suffolk, East of England and nationally (Ref 18).

10.6.22 In terms of disability, 20% of the population within the study area are categorised as disabled under the Equality Act, in comparison to 21% in East Suffolk, and 17% for both the region and nationally (Ref 18).

10.6.23 In terms of deprivation, the study area falls within the 40% least deprived neighbourhoods in the country, under the IMD Overall Deprivation domain. With regards to the Health deprivation and Disability domain, East Suffolk 018E is within the 10% least deprived, East Suffolk 018C is in the 30% least deprived and East Suffolk 018A is within the 40% least deprived neighbourhoods in the country (Ref 19).

10.6.24 Mental health within the study area is varied. LSOAs in the study area are within the 3<sup>rd</sup>, 5<sup>th</sup> and 6<sup>th</sup> SAMHI decile, indicating areas of below average mental ill-health alongside areas of average and above average mental ill-health (Ref 28).

## Proposed Converter Station

### Community receptors

10.6.25 The study area where the proposed Converter Station Site is located consists of two LSOAs – East Suffolk 018E and 018C. The proposed Converter Station is located in a rural area between the villages of Saxmundham, Benhall Green and Friston. There are no community receptors near to the proposed Converter Station Site.

### Health baseline

10.6.26 The 2021 Census (Ref 18) identifies a population of 4,255 people in these LSOAs. Based on the 2021 Census, the age profile of the study area has a higher percentage of people aged 65+ (36%) when compared with East Suffolk (28%), East of England (20%) and England (18%). The study area has a relatively low proportion of people aged under 19 years old – 17% when compared to 20% in East Suffolk, 23% in East of England and nationally (Ref 18).

10.6.27 In terms of general health, the population in the study area is around average, with 80% of the population self-reporting very good or good health status and 4% self-reporting in terms of disability, 20% of the population within the study area are categorised as disabled under the Equality Act, in comparison to 21% in East Suffolk, and 17% for both the region and nationally (Ref 18).

10.6.28 In terms of deprivation, the Study area falls within the 40% least deprived neighbourhoods in the country. East Suffolk 018E is in the 40% least deprived neighbourhoods for overall deprivation in the country, and in the 10% least deprived in terms of the Health Deprivation and Disability domain. East Suffolk 018C is in the 40% least deprived neighbourhoods for overall deprivation in the country and 30% least deprived in terms of the Health Deprivation and Disability domain (Ref 19).

10.6.29 Mental health within the study area is varied. LSOAs in the study area are within the 3<sup>rd</sup> and 6<sup>th</sup> SAMHI decile, indicating areas of below average mental ill-health alongside areas of above average mental ill-health (Ref 28).

### High Voltage Direct Current Underground Cable Route

#### Community receptors

10.6.30 The study area where the proposed High Voltage Direct Current (HVDC) Underground Cable Corridor is located consists of seven LSOAs – East Suffolk 016B, 016C, 018A, 018B, 018C, 019C and 019E. It is in a rural area. The proposed Underground HVAC Cable Corridor starts near the village of Walberswick and continues south to the proposed Converter Station. It passes near the villages of Walberswick, Hinton, Westleton, Therberton, Middleton, North Green and Knodishall Green, but is not particularly close to any settlement.

10.6.31 Community facilities near the proposed HVDC Underground Cable Corridor are Blythburgh Motocross Track and Norwood House care home.

#### Health baseline

10.6.32 The 2021 Census (Ref 18) identifies a population of 12,536 people in these LSOAs. Based on the 2021 Census, the age profile of the study area has a higher percentage of people aged 65+ (32%) when compared with East Suffolk (28%), East of England (20%) and England (18%). The study area has a relatively low proportion of people aged under 19 years old – 18% when compared to 20% in East Suffolk, 23% in East of England and nationally.

10.6.33 In terms of general health, the population in the study area is around average, with 78% of the population self-reporting very good or good health status and 6% self-reporting bad health or very bad health. In terms of disability, 22% of the population within the study area are categorised as disabled under the Equality Act, in comparison to 21% in East Suffolk, and 17% for both the region and nationally (Ref 18).

10.6.34 In terms of deprivation, the study area varies. East Suffolk 016B, 018B and 019C have the highest overall deprivation, in the 60% most deprived neighbourhoods in the country. With regards to the domain of Health Deprivation and Disability, the study area ranges from the 10% least deprived to 50% most deprived; indicating average to low health deprivation (Ref 19).

10.6.35 Mental health within the study area is generally above average. LSOAs in the study area are within the 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup> SAMHI decile, indicating areas of mostly above average mental ill-health. However, the LSOA around Walberswick has lower than average mental ill-health (Ref 28).

### Proposed Landfall Site

#### Community receptors

10.6.36 The proposed Landfall Site is the interface between the Proposed Onshore Scheme and Proposed Offshore Scheme and would be situated on an agricultural field adjacent to the southern edge of Walberswick village. The proposed Landfall Site abuts residential properties to the north, east and west.

10.6.37 Walberswick village historically has had a reputation as an idyllic seaside destination and is a popular place for second homes and summer homes, particularly for artists and celebrities. Its beach was named as the fourth best beach in the UK by Conde Nast (Ref 24), and the average home price is £874,000 in August of 2025, compared to the average of £335,000 in East Anglia, according to On the Market (Ref 25).

10.6.38 The Walberswick Circular Walk is a circuit that takes approximately four hours to walk, and runs along the coast, through reedbeds and forest.

10.6.39 The King Charles III England Coast Path and the Suffolk Coast Path run along much of the eastern coast of Suffolk and pass along the same stretch of coast east of Walberswick. The Walberswick Circular Walk is a 7.3km circular walk starting from the car park on Ferry Road, Walberswick that traverses along the river, the coast and through salt marshes. The proposed Landfall Site is also near to Tinker's Walks, a natural reserve with access from the B1387, approximately 2.25km from the centre of Walberswick.

10.6.40 Walberswick is bordered by the coast and River Blyth on two sides, with only one main road, the B1387, connecting it to other towns and villages. The closest schools and hospitals are in Southwold, which is 1.7km north of Walberswick but

a 13.4km drive. Southwold can also be accessed by footbridge or ferry from Walberswick.

### Health baseline

10.6.41 The study area where the proposed Landfall Site at Walberswick is located consists of one LSOA – East Suffolk 016B. The 2021 Census (Ref 14) identifies a population of 12,536 people in this LSOA. Based on the 2021 Census the age profile of the study area has a higher percentage of people aged 65+ (35%) when compared with East Suffolk (28%), East of England (20%) and England (18%). The study area has a relatively low proportion of people aged under 19 years old – 17% when compared to 20% in East Suffolk, 23% in East of England and nationally.

10.6.42 In terms of general health, the population in the study area is relatively healthy, with 82% of the population self-reporting very good or good health status. In terms of disability, 19% of the population within the study area are categorised as disabled under the Equality Act, in comparison to 21% in East Suffolk, and 17% for both the region and nationally (Ref 18).

10.6.43 In terms of deprivation, the Study area falls within an area which is categorised as being within the 40% most deprived neighbourhoods in the country under the Overall Deprivation domain and is within the 20% least deprived in terms of the Health Deprivation and Disability domain (Ref 19).

10.6.44 Mental health within the study area is slightly below average. The LSOA which consists of the study area is within the 4<sup>th</sup> SAMHI decile, indicating an area of below average mental ill-health (Ref 28).

### Future baseline

10.6.45 The future baseline for Health and Wellbeing identifies the baseline conditions in the absence of the Proposed Onshore Scheme.

10.6.46 The Joint Strategic Needs Assessment (Ref 29) for Suffolk provides information on the physical and mental health and wellbeing of Suffolk's communities. This identifies future trends, including:

- Suffolk's total population is forecast to increase by nearly 7% over the next 20 years, with the proportion of older people within the population increasing by 34%.
- Suffolk's population is ageing and the number of people living with frailty is expected to double in the next 20 years. In 2037 there will be about ten times the number of patients with two or more co-morbidities than in 2017.
- Life expectancy gains in Suffolk are slowing, and in some cases, disappearing. In 2018-20, life expectancy for women did not increase compared to 2015-17, whilst life expectancy for men decreased by 0.2 years over the same period.
- Average pay for residents and workers in Suffolk reduced in comparison to the Great Britain average between 2019 and 2021.

## Sensitivity

10.6.47 **Table 10.10** summarises the sensitivity of the general receptor population by each Proposed Onshore Scheme component. Vulnerable groups are considered separately from the general population.

**Table 10.10 Sensitivity**

Design component	Population	Description	Sensitivity
Proposed Onshore Scheme-wide study area	General population	This population has generally good health and moderate to low levels of deprivation as described in <b>Section 10.6</b> . Residents in this study area generally have adequate access to community facilities.	Low to medium
Kiln Lane Substation, proposed Underground HVAC Cable Corridor, proposed Converter Station, proposed Underground HVDC Cable Corridor	General population	This population has generally good health and moderate to low levels of deprivation as described in <b>Section 10.6</b> . Residents in this study area generally have adequate access to community facilities.	Low to medium
Proposed Landfall Site	General population	This population has generally good health and moderate to low levels of deprivation as described in <b>Section 10.6</b> . Residents in this study area have limited access to community facilities locally.	Low to medium

## Vulnerable groups

10.6.48 Vulnerable groups present within the study have the potential to be disproportionately impacted (either positively or negatively) by the Proposed Onshore Scheme. These groups are considered to have high sensitivity to health effects.

### Children and adolescents

- Children and adolescents are more likely to be pedestrians and require freedom to move between their home, school, and recreational activities.
- Children and adolescents lack the experience and judgment of adults whilst interacting with traffic and public spaces, due to failure to perceive danger or impulsiveness.
- Children are more vulnerable than adults to air pollution, noise, odour and other environmental factors, as their immune systems are still developing, with

their bodies less able to deal with them or inform them when something is wrong.

- d. Children living in deprived areas are particularly susceptible to environmental pollutants as deprived communities in England experience higher emissions of air pollutants than those in more well-off communities.
- e. Social receptors where children are more likely to be present include schools, parks and green space.

### Older people<sup>4</sup>

- a. Mobility and Safety: Ageing can slow movement and reaction times, increase injury risk, and heighten anxiety about falls or road safety. This may discourage outdoor activity, especially walking, impacting health and wellbeing.
- b. Transport and Services: Older people rely more on health, social care, and local facilities. They are less likely to drive and more dependent on walking or public transport, making them vulnerable to changes in access and infrastructure.
- c. Relevant Locations: Important areas for older people include parks, community centres, residential zones, bus stations, and public footpaths.

## Key considerations for Low- Income and Unemployed Groups

### Health and wellbeing impacts

- a. Financial limitations reduce access to:
  - i. Healthy food;
  - ii. Sport and leisure activities; and
  - iii. Higher education and childcare.
- b. Housing challenges: Poor quality or overcrowded living conditions
- c. Social isolation: Weaker support networks
- d. Mental health stressors: Increased stress due to financial insecurity

### Employment and local engagement

- a. Unemployment is linked to poorer physical and mental health outcomes
- b. Local reliance: Greater use of nearby services such as:
  - i. Local shops and businesses; and
  - ii. Community facilities.

### Relevant social receptors

- a. These are places where low-income or unemployed or unemployed individuals are likely to be present or impacted:
  - i. Parks and green spaces;
  - ii. Social housing;
  - iii. Community centres and resources;

<sup>4</sup> Older people is the preferred terminology according to the British Geriatric Society (Ref 30), and is the term used in various HIA guides including the IEMA Guide to Determining Significance for Human Health in Environmental Impact Assessment (Ref 21).

- iv. Bus stations and public transport hubs;
- v. Social care facilities;
- vi. Local businesses; and
- vii. Public footpaths and pedestrian routes.

### People with health challenges or disabilities

- a. People with disabilities and those with poor health are likely to be more vulnerable to changes in health determinants. For example, adverse changes in air quality are more likely to impact a person who is chronically ill with impaired lung function, or a person who has asthma.
- b. Noise can cause hypertension and cardio-vascular problems. People who already have these conditions can therefore be more impacted by increased in noise. Additionally, people with developmental and behavioural special needs, or mental health problems, may have a greater sensitivity to noise and are likely to be more impacted by environmental changes.
- c. People with disabilities and those with poor health are generally more reliant on social care health care services, and other social infrastructure. They are less likely to drive and therefore more likely to be pedestrians or to use public transport services. Therefore, this group is vulnerable to effects on transport and access and disruptions to footpaths and public realm. This group may also be less tolerant to amenity impacts on public realm such as parks and green spaces.

## 10.7 Embedded design mitigation and control measures

### Design and embedded mitigation measures

10.7.1 As described in **Chapter 2 Description of the Proposed Scheme** of this PEIR, a range of measures have been embedded into the Proposed Onshore Scheme design to avoid or reduce environmental effects. These primary mitigation measures form part of the design that has been assessed, which for Health and Wellbeing are listed in **Table 10.11**.

10.7.2 At this stage of project design, no specific additional mitigation measures for Health and Wellbeing are expected or proposed beyond those identified within **Appendix 2.1 Outline Onshore Code of Construction Practice** (Outline Onshore CoCP).

### Control measures

10.7.3 Control measures are set out in the Outline Onshore CoCP which will manage the effects of construction. The measures of particular relevance to Health and Wellbeing are listed in **Table 10.11**.

10.7.4 Control measures included in **Table 10.11** are included in greater detail in the corresponding chapters of **Chapter 15 Noise and Vibration, Chapter 16 Socioeconomics, Recreation and Tourism, and Chapter 17 Traffic and Transport**.

**Table 10.11 Design and embedded mitigation and control measures relevant to Health and Wellbeing**

Commitment reference code	Design and embedded mitigation and control measure	Compliance mechanism
SRT:1	<p>All PRoWs within the Draft Order Limits will be physically separated from construction routes and activities. Where crossings are required, safety measures would be put in place to maintain access during the construction period.</p> <p>Where temporary diversions are required, alternative routes would be provided for the duration of the construction works.</p> <p>Where existing PRoW would be impacted by the permanent assets, a permanent diversion route would be provided.</p>	Outline Onshore CoCP and Outline Construction Traffic Management Plan (CTMP)
SRT:2	<p>Construction working will be undertaken within the agreed working hours set out within the DCO.</p> <p>The proposed construction working hours are detailed in <b>Section 2.5 of Chapter 2 Description of the Proposed Scheme</b> of this PEIR. Certain works will need to be continuous and therefore may not always be completed within the agreed working hours. Such works would be carried out in a manner that minimises noise and vibration as far as possible.</p>	Outline Onshore CoCP
SRT: 3	<p>Access to residential, recreational and community receptors and local businesses will be maintained during construction.</p>	Outline CTMP
NV04	<p>Design and use of site enclosures, housing and temporary stockpiles, where practicable and necessary, to provide acoustic screening at the earliest opportunity.</p>	Outline Onshore CoCP
NV06	<p>When considering the choice of routes, construction traffic noise and vibration impacts will be considered.</p>	Outline Onshore CoCP
NV07	<p>Careful programming so that activities are planned with regard to local occupants and sensitive receptors. Where possible, programme works to avoid having noisy activities close to receptors during sensitive times</p>	Outline Onshore CoCP
NV12	<p>Temporary noise barriers will be used to reduce noise levels where appropriate and practicable, to provide at least partial screening to nearby sensitive receptors.</p>	Outline Onshore CoCP
NV13	<p>Plant and equipment liable to create noise and/or vibration whilst in operation will, as far as</p>	Outline Onshore CoCP

Commitment reference code	Design and embedded mitigation and control measure	Compliance mechanism
	reasonably practicable, be located away from sensitive receptors and away from walls reflecting towards sensitive receptors.	
NV14	Materials for night-time working will be delivered, where practicable, during normal hours of working and be placed as close as possible to the work area for which they are required.	Outline Onshore CoCP
NV17	A communication strategy will be implemented and a point of contact identified to issue warnings in advance of activities with the potential to cause disturbance.	Outline Onshore CoCP
NV19	A Noise and Vibration Management Plan shall be developed prior to the start of construction works on site.	Outline Onshore CoCP
TT1	Trenchless techniques will be used at roads and railroad crossing to minimise disruption to transport users.	Embedded mitigation by design
TT2	Construction HGV traffic has been routed along A and B classified roads as far as reasonably possible.	Embedded mitigation by design
TT3	Site haul roads have been used alongside the proposed Underground Cable Corridor to move construction materials/equipment and reduce HGV movements on less suitable public roads and through local communities.	Embedded mitigation by design
TT4	The main construction access to the proposed Converter Station and proposed Underground HVAC Cable Corridor would be off the B1121 near Benhall Green to reduce the amount of construction traffic travelling through Saxmundham.	Embedded mitigation by design
TT5	Traffic management measures would be implemented to limit disruption to traffic and transport users.	Embedded mitigation by design
TT9	Where PRoW cross the construction site, temporary alternative routes would be provided for non-motorised users, where reasonably practicable.	Embedded mitigation by design
AQ01	<ul style="list-style-type: none"> <li>• Plan site layout to local machinery and dust-generating activities.</li> <li>• Operate plants in accordance with manufacturer's recommendations.</li> <li>• Avoid plant idling.</li> <li>• Use construction vehicles complied with current emissions standards.</li> </ul>	Outline Onshore CoCP

Commitment reference code	Design and embedded mitigation and control measure	Compliance mechanism
	<ul style="list-style-type: none"> <li>• Ensure good dispersal of exhaust emissions from the use of construction plants.</li> <li>• Use enclosure of equivalent shielding equipment when plants are likely to generate excessive quantities of dust.</li> <li>• Minimise construction traffic movement where practicable.</li> <li>• Design site access points to minimise queuing traffic.</li> <li>• Use mains electricity or battery-powered equipment where practicable, instead of diesel or petrol-powered.</li> <li>• Use of mechanical road sweepers combined with water sprays to suppress dust and clean hard-standings and roads.</li> <li>• Damp down dust-generating equipment and vehicles within the construction site.</li> <li>• Cover materials, deliveries or loads when entering and leaving the construction site.</li> </ul>	

## 10.8 Assessment of effects

10.8.1 This section presents the preliminary assessment of likely significant effects on Health and Wellbeing resulting from the construction and decommissioning of the Proposed Onshore Scheme. The likely significant effects of the Proposed Onshore Scheme are identified considering the embedded design mitigation and control measures.

10.8.2 The assessment in this section presents effects that consider all elements of the Proposed Onshore scheme. It also presents effects related specifically to the proposed Landfall Site as these differ from the Proposed Onshore scheme-wide effects.

10.8.3 The scope of the assessment is based on determinants of health that are likely to change as a result of the Proposed Onshore Scheme and to give rise to changes in population health outcomes (see **Section 10.4**). These health determinants are described in **Section 10.4**. Evidence for links between these factors and health outcomes will be provided in the health evidence **Appendix 10.1 Health and Wellbeing Evidence Review**.

## Construction

### Proposed Onshore Scheme-wide effects

10.8.4 The construction of the Proposed Onshore scheme is anticipated to be up to five years. Indicative durations for the enabling, construction and reinstatement of each of the components of the Proposed Onshore Scheme are as follows:

- a. Proposed Full Build Out of Kiln Lane Substation: approximately three years
- b. Proposed Underground HVAC Cables: approximately three years
- c. Proposed Converter Station: approximately five years
- d. Proposed Underground HVDC Cables: approximately two years and three months.
- e. Proposed Landfall: approximately 18 months.

10.8.5 Between Quarter 1 of 2030 and Quarter 1 of 2031, construction of all components will be happening concurrently.

### Environmental amenity

10.8.6 Changes to environmental amenity at individual receptor locations resulting from air quality, noise and visual impacts are assessed in the following chapters: **Chapter 7 Air Quality, Chapter 13 Landscape and Visual, and Chapter 15 Noise and Vibration.** No significant noise and air quality effects have been identified as a result of construction activities. Noise and air quality effects arising from construction traffic will be assessed and reported at the ES stage.

10.8.7 **Chapter 17 Traffic and Transport**, presents the construction traffic routes identified at this stage of the Proposed Onshore Scheme design. There are multiple proposed options to route construction traffic. The proposed routes are mainly through agricultural and rural land intercepted by small communities and villages. Communities with the potential to be impacted by construction traffic and HGV movements generated by the construction of Kiln Lane Substation include Walberswick, Saxmundham, Friston, Church Common, Benhall Green and Coldfair Green. When traveling through villages, the potential routes about homes, pedestrian footpaths, shops, playgrounds, bus stops and community facilities. Increased traffic and HGV movements along the main road through small villages is likely to result in a reduction in the perceived quality of the environment.

10.8.8 Given the extent of the traffic information available at this stage, the worst-case assumption is that multiple HGVs an hour will be traveling through small villages and town centres. This results in a medium magnitude of impact on environmental amenity.

10.8.9 Settlements (Walberswick, Saxmundham, Friston, Church Common, Benhall Green and Coldfair Green) situated within the study area of the Proposed Onshore Scheme generally have moderate to low levels of deprivation and average to good levels of health. The study area as a whole is therefore considered to have low sensitivity to health effects associated with

environmental amenity. Effects on environmental amenity are assessed as having a **minor, adverse** and temporary (**not significant**) health and wellbeing effect on the general population of the study area.

10.8.10 No differential effects for vulnerable groups have been identified.

#### Active living

10.8.11 There are 13 PRoWs which would be affected by diversions lasting for more than eight weeks. Details regarding the temporary diversions and realignments, and which PRoW are affected, are described in **paragraphs 17.9.21 and 17.9.22 of Chapter 17 Traffic and Transport**. Significant visual effects are also identified along certain PRoWs (see **Table 13.18 Chapter 13 Landscape and Visual**). Amenity impacts and diversions may detract from the experience of using the affected routes but are not expected to deter most recreational users of PRoW. Where people are deterred from using a particular route due to temporary amenity effects and/or diversion, the network of rural PRoW in the study area means it is likely that alternative routes are likely to be available and overall participation in recreational walking will not be affected.

10.8.12 Based on non-motorised user surveys conducted as part of **Chapter 17 Traffic and Transport**, most rural PRoWs in the Study Area are used infrequently.

10.8.13 Of the routes surveyed, 49 had ten or fewer non-motorised users per day. The route used most frequently by non-motorised users was Darsham Road (six pedestrians and 71 cyclists). Darsham Road is a residential road which leads to the centre of Saxmundham and may be used as an access route for HGVs.

10.8.14 Based on the small number of people using the affected PRoWs, the temporary nature of effects and the availability of alternatives, the magnitude of impact on active living is assessed as negligible. The sensitivity of the population to changes in active living opportunities is assessed as medium. Therefore, effects on health related to active living are assessed as **minor, adverse, temporary, and not significant**.

10.8.15 No differential effects for vulnerable groups have been identified.

#### Employment and training

10.8.16 As referenced in **Chapter 16 Socio-economics, Recreation and Tourism**, the direct construction employment generated by all aspects of the Proposed Onshore Scheme is estimated to be between 311 (Amendment to Kiln Lane Substation Scenario) and 366 (Full Build Out of Kiln Lane Substation Scenario) personnel per day across the construction programme. It is likely a high proportion of these jobs would be taken by residents living within the wider study area (East Suffolk, Suffolk and the wider East of England area).

10.8.17 The construction jobs generated by the Proposed Onshore Scheme would support the local jobs market and provide opportunities for increased incomes and job security. For individuals benefitting from improved employment or income

as a result of the scheme, particularly more vulnerable groups such as the long-term unemployed, people who have low levels of skills and qualifications or are in low paid or insecure employment, this could help to protect against social exclusion and lead to improved health and wellbeing. However, the overall increase in job opportunities would be small in the context of the overall number of jobs in the wider study area and it is assumed that the majority of personnel will be people with existing jobs in the energy and construction sector. As such, the scale of change in employment status and income at the population level is not likely to give rise to an overall population-level health effect. The magnitude of change is therefore considered to be low. The general population of the study area is generally classed as having lower deprivation levels than national ranks, resulting in low sensitivity in terms of employment and training overall. Therefore, the effects on Proposed Onshore Scheme-wide employment and training are assessed as **minor beneficial (not significant)**.

10.8.18 No differential effects for vulnerable groups have been identified.

#### Access to community facilities

10.8.19 As described in 10.4.14, access to community facilities can impact mental and physical health.

10.8.20 The presence of temporary construction workers has the potential to place additional demands on healthcare and other social infrastructure services. It is not expected that many workers will move to live temporarily in the immediate area or that those who do will register with GP surgeries located in the vicinity of the Proposed Onshore Scheme. Therefore, it is likely that any impact on health services would be very small and would not reduce overall capacity, nor result in a population level health effect.

10.8.21 As described in **Chapter 17 Traffic and Transport**, changes in traffic flows have the potential, at some locations, to result in increased travel distance, congestion and delays. It is also expected that there will be temporary highway closures and diversions, which would last for less than a week. This may result in reduced access to community facilities. At this time, traffic movements and routes are unknown; further assessment of will be reported in the ES.

10.8.22 The majority of the population within the study area live in small villages in rural areas and likely rely on road travel to access community facilities. The magnitude of impact on access to community facilities is assessed as medium due to the temporary nature of construction of the Proposed Onshore Scheme. The general population is considered to have medium sensitivity to changes in access to community facilities. This will result in a **minor, adverse and temporary (not significant)** health effect.

10.8.23 No differential effects for vulnerable groups have been identified.

## Proposed Landfall Site

10.8.24 Construction of the proposed Landfall Site will take place adjacent to the community of Walberswick for a period of up to 12 months, affecting environmental amenity, active living and access to community facilities, as described below.

**Environmental amenity**

10.8.25 As described in **Section 10.4**, environmental amenity is influenced by factors such as traffic, noise and vibration, air quality and visual amenity, either individually or in combination, and can affect people's quality of life and mental wellbeing. Following mitigation, **no significant** adverse effects are identified from air quality for residents of Walberswick.

10.8.26 A **significant** noise effect is expected for residents of The Street, Stock Lane and Millfield Road, which back on to the proposed Landfall Site. The proposed construction working hours set out in the Outline Onshore CoCP, as described in **Table 10.11**, are Monday – Friday 07:00hrs – 19:00hrs and Saturday, Sunday and Bank Holidays 07:00hrs – 17:00hrs with one hour of start up and close down activities either side. **Chapter 2 Description of the Proposed Scheme** also states that there are exceptions to these working hours which include continuous periods of construction. While noise levels will fluctuate, the proposed working hours mean that residents will not have predictable respite from construction noise during daytime hours. As well as giving relief from the effects of noise, predictable respite allows people to plan more noise-sensitive activities to coincide with quiet periods. The lack of predictable respite is likely to lead to adverse effects on mental wellbeing and quality of life.

10.8.27 Based on the findings of the noise assessment, construction noise is also likely to be noticeable in the public realm around the receptors where significant noise effects are predicted. This includes the aforementioned streets and surrounding streets such as Lodge Road (B1287), Seven Acres Lane, Manor Close and Leverett's Lane. These streets are used to access local community facilities including the Co-Op food store and The Black Dog Deli. Changes to the noise environment are likely to affect the community's perception of the character tranquillity of the area, adversely affecting wellbeing and quality of life. Relevant measures from the Outline Onshore CoCP to mitigate noise are included in **Table 10.11**.

10.8.28 During periods of 24-hour construction working, lighting will be used throughout the night. Whilst lighting will be turned to face the site to avoid direct glare at sensitive receptors, the changes in light conditions may result in a diminished perception of the tranquillity of the village, resulting in perceived degradation of the local environment.

10.8.29 As described in paragraph 10.6.37, the village of Walberswick is a popular, high-end tourist destination, with second homes and holiday accommodation. Whilst

the LSOA in which the proposed Landfall Site is located has moderate levels of deprivation, this represents an average, with higher levels of deprivation in the more rural areas and lower levels in Walberswick, closest to the proposed Landfall Site. The affected population is therefore considered to have low sensitivity to health effects associated with environmental amenity. Effects on neighbourhood amenity are assessed as having a high magnitude, resulting in a **moderate, adverse and temporary (significant)** health effect on the general population in Walberswick, particularly for residents closest to the Proposed Landfall Site.

10.8.30 Vulnerable groups such as children, older people and people with mental or physical health conditions or disabilities are more reliant on respite from noise and therefore will have high sensitivity to the adverse effects of construction noise. For example, these groups are more likely to require daytime sleep or rests, children need suitable conditions to complete schoolwork, people with impaired hearing may find it harder to communicate, and those with mental health conditions may experience increased symptoms in response to noise. For vulnerable groups with high sensitivity, this results in a **major** adverse and temporary **(significant)** health effect.

### Active living

10.8.31 There are three promoted routes with sections that fall within the Draft Order Limits near Walberswick. These are as follows: the Suffolk Coast Path (Walberswick Footpath 17), King Charles III England Coast Path and the Walberswick Circular Walk. Tinker's Walks is also within walking distance from Walberswick, although is further from the village than the other routes.

10.8.32 Users of these routes are likely to experience construction-related noise and visual disturbance when travelling near Walberswick. As referenced in **Chapter 13 Landscape and Visual**, the construction of the proposed Landfall Site would disrupt the scenic quality of the landscape and reduce the relative tranquillity of the area, and could disrupt enjoyment of PRoW users, although construction noise and visuals would diminish with distance. This is likely to degrade the perceived quality of the route and of the walk, and likely to affect the tranquillity of the experience. For residents of Walberswick who likely frequent the routes within Walberswick, this effect on active living is considered to be of medium magnitude.

10.8.33 The community of Walberswick, around the proposed Landfall Site, has low levels of deprivation and is considered to have low sensitivity to health effects associated with active living, resulting in a **minor, adverse and temporary (not significant)** health effect on the general population of the area. No differential effects for vulnerable groups are identified.

### Access to community facilities

10.8.34 As described in **Chapter 17 Traffic and Transport**, changes in traffic flows have the potential, at some locations, to result in increased travel distance, congestion and delays. It is also expected that there will be temporary highway closures and diversions or realignments, which would last up to five working days. At this time, traffic movements and routes are unknown; further assessment of will be reported in the ES.

10.8.35 Residents of Walberswick predominantly rely on the B1387 for access to any other locations, although there is access Southwold via a pedestrian crossing or a small ferry. There are no GPs or schools located directly in Walberswick. Whilst construction traffic would not be routed through the village, temporary highway closures and diversions or realignments would likely result in increased journey times for Walberswick residents accessing community facilities outside of their local area.

10.8.36 As there is only one main road in and out of Walberswick, the magnitude of impact on access to community facilities is assessed as high, due to the lack of community facilities in the local area. The general population in this community is considered to have medium sensitivity to this health determinant due to the lack of services available locally. This will result in a **moderate**, adverse and temporary (**significant**) health effect for the duration of the construction period.

10.8.37 Vulnerable groups including children, older people, low-income groups and people with disabilities may be more reliant on community facilities. These groups may also be more reliant on public transportation or on others to drive them. This population is considered to have high sensitivity, resulting in a **moderate**, adverse and temporary (**significant**) health effect for the duration of the construction period.

## 10.9 Mitigation, monitoring and enhancement

10.9.1 Mitigation measures are defined in **Chapter 5 EIA Approach and Methodology** of this PEIR, with embedded control measures for Health and Wellbeing being presented in section **Table 10.11** of this chapter.

### Additional mitigation and enhancement

10.9.2 No additional mitigation is proposed at this stage. Consideration will be given to measures that could help minimise disruption to residents, particularly in relation to traffic delays and access to essential services, and to noise. Opportunities to reduce potential impacts from construction traffic, including noise and delays on local routes, will be explored as part of ongoing design and assessment work. These may include general traffic management approaches and screening where appropriate. Opportunities to reduce potential impacts from noise will be explored as part of ongoing design and assessment work.

## Monitoring

### 10.10 Summary of residual effects

10.10.1 **Table 10.12** provides a summary of the residual effects relating to the construction of the Proposed Onshore Scheme with regard to Health and Wellbeing receptors.

10.10.2 The potential for likely significant effects on human health and wellbeing receptors during operation has been scoped out as explained in **Section 10.4**. Effects identified during construction are likely to be the same for decommissioning.

10.10.3 The assessment has concluded that the residual effects of the Proposed Onshore Scheme, during construction and decommissioning phases would be **minor adverse and temporary (not significant)** within the Study Area for majority of all assessed health determinants across the Proposed Onshore Scheme elements. **Significant** effects have been identified surrounding the proposed Landfall Site in relation to environmental amenity and access to community facilities for vulnerable groups.

**Table 10.12 Summary of assessment of likely significant effects during construction**

Receptor	Environmental effect without further mitigation	Additional mitigation	Residual effect
Environmental amenity (Proposed Onshore Scheme-wide)	<b>Minor</b> , adverse and temporary (not significant)	None proposed	<b>Minor</b> , adverse and temporary (not significant)
Active living (Proposed Onshore Scheme-wide)	<b>Minor</b> , adverse and temporary (not significant)	None proposed	<b>Minor</b> , adverse and temporary (not significant)
Employment and training (Proposed Onshore Scheme-wide)	<b>Minor</b> beneficial (not significant)	None proposed	<b>Minor</b> beneficial (not significant)
Access to community facilities (Proposed Onshore Scheme-wide)	<b>Minor</b> , adverse and temporary (not significant)	None proposed	<b>Minor</b> , adverse and temporary (not significant)
Environmental amenity (proposed Landfall Site)	<b>Moderate</b> , adverse and temporary (significant)	None identified at this stage.	<b>Moderate</b> , adverse and temporary (significant)
Active living (proposed Landfall Site)	<b>Minor</b> , adverse and temporary (not significant)	None proposed	<b>Minor</b> , adverse and temporary (not significant)

Receptor	Environmental effect without further mitigation	Additional mitigation	Residual effect
Access to community facilities (proposed Landfall Site)	<b>Moderate</b> , adverse and temporary ( <b>significant</b> )	None identified at this stage.	<b>Moderate</b> , adverse and temporary ( <b>significant</b> )
Access to community facilities – vulnerable groups (proposed Landfall Site)	<b>Moderate</b> , adverse and temporary ( <b>significant</b> )	None identified at this stage.	<b>Moderate</b> , adverse and temporary ( <b>significant</b> )

## 10.11 Monitoring

10.11.1 Monitoring for health will focus on the determinants that give rise to likely significant health effects. This will include the following measures:

- Monitoring of construction noise impacts is described in Chapter 15 Noise and Vibration. This includes a commitment to develop a Noise and Vibration Monitoring Plan, as set out in Appendix 2.1 Outline CoCP.
- The Construction Traffic Management Plan will include details of traffic monitoring to be undertaken.
- The CoCP will include details of monitoring of community feedback and complaints, including those relating to physical or mental health and wellbeing.

# Topic Glossary and Abbreviations

Abbreviation/Term	Definition
CoCP	Code of Construction Practice
CTMP	Construction Traffic Management Plan
Determinants of health	Biological, behavioural, socio-economic, cultural or environmental factors which contribute to the health status of individuals or populations
EIA	Environmental Impact Assessment
ES	Environmental Statement
Health	A state of complete physical, mental and social wellbeing and not merely the absence of disease or infirmity (Constitution of the World Health Organization).
Health inequalities	Avoidable disparities in health status and/or the social determinants of health, between groups of people with varying levels of social advantage
Health outcomes	In the context of Health assessment, health outcomes are defined as changes in the health status of a population as a result of a change brought about by a project or programme. These may include changes in mortality and morbidity, non-communicable disease, mental health, self-assessed health or quality of life.
HGV	Heavy goods vehicle
HVAC	High voltage alternating current
HVDC	High voltage direct current
IAIA	International Association for Impact Assessment
IEMA	Institute of Environmental Management and Assessment
IMD	Index of Multiple Deprivation
Index of Multiple Deprivation	Indices of multiple deprivation (IMD) are widely used datasets within the UK to classify the relative deprivation (essential a measure of poverty) of small areas. Multiple components of deprivation are weighted with different strengths and compiled into a single score of deprivation.
ISEP	Institute of Sustainability and Environmental Professionals
LSOA	Lower super output area
Non-motorised users	Pedestrians, cyclists and equestrians, including people with disabilities and other mobility impaired users (for example people with luggage, with children, or pregnant women).
NPS	National Policy Statements
ONS	Office for National Statistics
PEIR	Preliminary Environmental Information Report
Population	A group of people with shared characteristics. This could be the entire population of an area, or a population defined by relevant characteristics

Abbreviation/Term	Definition
	that make them more vulnerable to a proposal change, such as age, socio-economic status, or use of a particular resource.
Population health	The health outcomes of a group of individuals, including the distribution of such outcomes within the group (American Journal of Public Health, 2003).
PRoW	Public right of way
Receptor	An individual, group or asset that receives an impact of effect
SAMHI	Small area mental health index
Significant effect	An effect that is judged to be worthy of attention by decision makers. Determined through informed, expert judgement about what is important, desirable or acceptable with regard to changes triggered by the project in question.
Vulnerable groups	Groups who are made vulnerable by the situations and environments they are exposed to (as opposed to any inherent weakness or lack of capacity). This includes groups of people who may be more likely to be exposed to a change in a health determinant, or to experience health effects as a result of exposure.
Wellbeing	A positive, rather than neutral, state that may be described as 'feeling good and functioning well'. Encompasses both physical and mental wellbeing
WHO	World Health Organization

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