Preliminary Environmental Information Report Volume 1

Chapter 28 Cumulative Effects

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Contents

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 (NGLLL)	The Applicant, a joint venture between National Grid Ventures and TenneT. NGLLL 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 (NGLLL) 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
	a) Kiln Lane Substation. b) Underground High Voltage Alternating Current (HVAC) Cables; c) Converter Station. d) Underground High Voltage Direct Current (HVDC) Cables; and e) Landfall.
Proposed Scheme	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.
Rochdale Envelope	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.
Scoping Opinion	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. 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.
Scottish Power Renewables (SPR) East Anglia One North (EA1N) and East Anglia 2 (EA2) Consents (SPR EA1N and EA2 Consents)	The Orders made following the Scottish Power Renewables applications for development consent for the following projects: a) The East Anglia ONE North Offshore Wind Farm Order 2022; and b) East Anglia TWO Offshore Wind Farm Order 2022
Southern Route Option	A southern cable corridor option that would allow: a) Underground HVAC Cable delivery for Proposed Scheme only, or b) Underground HVAC Cable delivery for Proposed Scheme and ducting for Sea Links Underground HVAC and HVDC cables in that section.
Statutory Consultation	Consultation undertaken with the community and stakeholders in advance of the application for development consent being submitted to the Planning Inspectorate, on behalf of the Secretary of state, in accordance with the PA 2008.

Term	Description
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.

28 Cumulative Effects

28.1 Introduction

28.1.1 This chapter of the Preliminary Environmental Information Report (PEIR) sets out the proposed methodology for the assessment of intra-project and inter-project effects which may arise as a result of the construction, operation and maintenance, and decommissioning of the Proposed Scheme.

28.1.2 Intra and inter-project effects the result of multiple actions on environmental receptors or resources over time. Two categories of effects will be considered:

a. Intra-project effects (also known as combined effects) – the intra-project effect of multiple aspects of the Proposed Scheme. For example, noise, dust and visual effects on one particular receptor. This includes the intra-project effect of the onshore and offshore aspects of the Proposed Scheme, and the intra-project effects of the Proposed Offshore Scheme and the Dutch Offshore Components; and
b. Inter-project effects (also known as cumulative effects) - where one receptor is impacted by the Proposed Scheme and other developments which could result in a greater effect.

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

a. **Appendix 28.1 Long List of Other Developments;**
b. **Appendix 5.1 Transboundary Screening Matrix;**
c. **Figure 28.1 Cumulative Assessment Long List - Nationally Significant Infrastructure Projects;**
d. **Figure 28.2 Cumulative Assessment Long List - Other Developments;**
e. **Figure 25.2 Offshore Windfarm Developments within proximity of the study area; and**
f. **Figure 25.3 Interconnector telecommunication and offshore wind cables within proximity of the study area.**

28.2 Legislation, policy and guidance

Legislation

28.2.1 The requirement to consider interactions between factors and cumulative effects is set out in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) (Ref 1). Regulation 5(2)(e) requires the consideration of 'interactions':

"the interaction between the factors population and human health, biodiversity, land, soil, water, air and climate, material assets, cultural heritage and landscape."

28.2.2 Paragraph 5(e) of Schedule 4 of the EIA Regulations describes cumulative effects as:

"the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources."

Policy

28.2.3 The Overarching National Policy Statement for Energy (NPS EN-1) Part 4.3 (Ref 2) states the following in relation to requirements for the assessment of cumulative effects:

"The Regulations require an assessment of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, transboundary, short, medium, and long-term, permanent and temporary, positive and negative effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects."

"The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place."

28.2.4 Paragraph 2.8.72 of the National Policy Statement for Renewable Energy Infrastructure (NPS EN-3) (Ref 3) states the following:

"Assessment of environmental effects of transmission infrastructure and any proposed offshore or onshore substations should assess effects both alone and cumulatively with other existing and proposed infrastructure."

28.2.5 The National Policy Statement for Electricity Networks Infrastructure (NPS EN-5) (Ref 4) states in paragraph 2.13.20 that Applicants should refer to the policy text in EN-1 and EN-3 regarding the consideration of cumulative effects.

28.2.6 In paragraphs 50(a), 116, 141, 165(a), 171, and 198-199, the National Planning Policy Framework (NPPF) (Ref 5) outlines similar policies to those contained within the NPS EN-1, NPS EN-3 and NPS EN-5 regarding the assessment of cumulative effects.

28.2.7 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 Planning Act 2008 (draft NPS EN-1 paragraph 4.2.18 and draft NPS EN-3 paragraph 1.6.3).

28.2.8 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.

28.2.9 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.

28.2.10 The East Suffolk Council – Suffolk Coastal Local Plan (Ref 6) states within Policy SCLP3.4 that major energy infrastructure projects must ensure that the *"cumulative impacts of projects are taken into account and do not cause significant adverse impacts"*.

Guidance

28.2.11 The assessment will be consistent with the following guidance:

a. Planning Inspectorate published advice – Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment (Ref 7). This is relevant to nationally significant infrastructure projects providing advice regarding a staged approach within an Environmental Statement (ES), and highlights the need to consider the potential for cumulative effects to arise due to the interactions between different components of the development, as well as with other developments; and
b. Marine Management Organisation (MMO): A Strategic Framework for Scoping Cumulative Effects (2014): Cumulative effects assessment relevant to plans and projects undertaken in the marine environment (Ref 8). It provides a high-level framework for scoping of potential cumulative effects at a strategic level, but the concepts can be applied on a project basis.

28.3 Consultation and Engagement

Non-statutory consultation

28.3.1 Feedback received from stakeholders during the 2022 and 2023 Consultation is outlined within the Interim Non-Statutory Consultation Feedback Summary Report 2023 (Ref 9) and Supplementary Non-Statutory Consultation Summary Report 2024 (Ref 10).

28.3.2 A number of the responses received as part of the Non-Statutory Consultations express the view that:

c. Coordination with other projects and developments in the area should be undertaken;
d. Colocation should be assessed and considered with other energy projects in the area; and
e. Consideration should be given to the proposed multi project use of Kiln Lane Substation.

28.3.3 These responses have influenced the design development of the Proposed Scheme, and informed EIA. At this stage, the cumulative assessment has not been completed in full due to further anticipated design refinement. Likely significant effects will be assessed as part of an inter-project assessment within the ES cumulative effects chapter.

EIA Scoping Opinion

28.3.4 An Environmental Impact Assessment (EIA) Scoping Opinion was adopted 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 MMO (Ref 11) as the MMO were unable to provide opinion to the Planning Inspectorate in time for the April 2024 deadline. MMO deferred to Natural England's comments received by the Planning Inspectorate with respect to the suitability of the assessment with regards to Marine Protected Areas.

28.3.5 Comments received from the Planning Inspectorate in relation to the cumulative effects assessment are provided in **Table 28.1**.

Table 28.1: Preliminary response to Planning Inspectorate Scoping Opinion Comments on Cumulative Effects

Scoping Opinion ID	Scoping Opinion Comment (Ref 12)	How this is addressed
3.24.1	*The Inspectorate is not able to agree to scope out transboundary effects until it has undertaken its own transboundary screening.*	A Transboundary Screening Matrix has been provided in **Appendix 5.1 Transboundary Screening** of this PEIR.
3.24.2	*The Scoping Report proposes to scope out [intra-project effects between the offshore components of the Proposed Scheme and the TenneT offshore components] on the basis that the proposed TenneT offshore components would be the subject of a separate environmental assessment/EIA compliant with Dutch legislation. It is stated that a separate document summarising the intra-project effects between the two components would be prepared once both assessments are complete.* *Paragraph 29.3.7 of the Scoping Report states that the significance of intra-project effects between the Proposed Development and the proposed TenneT development would be assessed in individual ES aspect chapters rather than the cumulative effects assessment as there is no overlap spatial or temporal overlap due to the linear nature of the Proposed Development.* *As the proposed TenneT infrastructure does not form part of the Proposed Development, the Inspectorate is unclear how the individual ES aspect chapters*	Noted. Significance of intra-project effects between the Proposed Development and the proposed TenneT development will not be assessed in individual ES aspect chapters. Likely significant effects will be assessed as part of an inter-project assessment within the ES cumulative effects chapter.

Scoping Opinion ID	Scoping Opinion Comment (Ref 12)	How this is addressed
	would assess intra-project effects. The Inspectorate advises that the separate summary document describing intra-project effects should be submitted with the ES so that any likely significant intra-project/cumulative effects can be clearly understood and mitigation described accordingly. Consideration should be given to both linear and non-linear components of the TenneT infrastructure. The Inspectorate acknowledges that the assessment may be high level depending on availability of information about the proposed TenneT infrastructure.	
3.24.3	*In addition to the impact pathways identified in Table 29-3, the Inspectorate notes that paragraph 8.3.62 of the Scoping Report states that there is potential for intra-project effects to otter, which would be assessed in the Cumulative and Combined Effects ES Chapter. The Inspectorate also considers that impacts to prey resource for ornithological receptors in the intertidal area should be assessed, where likely significant effects could occur. For the avoidance of doubt, the Inspectorate advises that the ES should include an assessment of any intra-project effects between the onshore and offshore components, for which likely significant effects occur. Effort should be made to agree the scope of the assessment with relevant consultation bodies.*	The ES will include an assessment of intra-project effects between the onshore and offshore components. This will be discussed with the relevant consultation bodies prior to the submission of the application for development consent. The potential for otter interaction with the Proposed Offshore Scheme is limited. Otter do not often forage greater than 100m from the coastline. The activities associated with the Proposed Offshore Scheme are likely to occur at a greater distance than 100m and therefore whilst vessel activity in the nearshore may cause temporary disturbance if animals are present in the nearshore it will not lead to significant adverse effects. There is no potential for significant adverse effects upon prey resource in the intertidal area as this area will be entirely crossed by Horizontal Directional Drilling (HDD).
3.24.4	*The Scoping Report states that it is not proportionate at this stage to produce a long or short list as the boundary of the Proposed Development is proposed to be refined. The Inspectorate advises that effort should be made to agree the long*	A long list of developments has been provided in **Appendix 28.1 Long List of Other Developments**. The methodology for short listing has been set out in the EIA Scoping Report. A short list of developments

Scoping Opinion ID	Scoping Opinion Comment (Ref 12)	How this is addressed
	and short list of projects for consideration in the cumulative effects assessment with relevant consultation bodies, including the host local authorities. Projects should not be discounted based only on a five year consent threshold; consideration should be given to whether a development has a longer implementation period and/ or impacts that could persist into operation resulting in potential for significant cumulative effects. The short listing process should be evidenced in the ES.	will be prepared as part of the EIA and discussed with the relevant consultation bodies for agreement prior to the submission of the application for development consent. The short list of developments will be subject to cumulative assessment with the Proposed Scheme and will be reported in the ES. The short list and evidence of the process will be provided alongside the ES at which stage a full assessment of environmental effects will have been undertaken and more detail on the Proposed Scheme design will be known. Applications that have been approved since March 2020 have been considered for inclusion in the long list as most will typically be conditioned to commence within three to five years of receiving permission. Engagement with the relevant stakeholders is ongoing to identify any applications outside of this temporal limit that may require consideration as well as those that may have lapsed and do not require consideration. This list will be regularly updated through the EIA process.
3.24.5	*The Applicant's attention is drawn to the comments of ESC (Appendix 2 of this Opinion) regarding the Friston substation site masterplan and co-location of projects. The ES future baseline description should include information about the masterplan. The cumulative effects assessment in the ES should consider all proposed and/ or consented projects with connection offers at the proposed Friston substation including North Falls, Five Estuaries, SeaLink, Nautilus and the East Anglia offshore wind farms, as relevant to the consenting scenario(s) being assessed.*	**Chapter 2 Description of the Proposed Scheme** and **Chapter 5 EIA Approach and Methodology** of this PEIR describe the coordination and colocation with other projects in the same geography as the Proposed Scheme. Further detail will be provided in the ES. North Falls, Five Estuaries and Nautilus are not in the same geography as the Proposed Scheme and therefore have not been considered further as part of the EIA. This point was raised with the Planning Inspectorate in a meeting 7 April 2025.

Table 28.2: Preliminary response to MMO Scoping Opinion Comments on Cumulative Effects

Scoping Opinion ID	Scoping Opinion Comment (Ref 11)	How this is addressed
MMO Paragraph 3.2.1	*In Table 18.4 of the EIA Scoping Report, changes to Coastal Morphology is scoped out. The MMO agrees with this. However, impacts of changes in coastal morphology on the cable (the reverse) should be scoped in. This is because both potential landing sites experience significant coastal change. Furthermore, for increase in suspended sediments, whilst for a single, isolated cable the MMO would agree to be scoped out. However, for a potentially realistic scenario of multiple activities (multiple cables, Sizewell, and dredging) increasing suspended sediment concentration (i.e. the cumulative impact) needs assessing. Thus, this should be scoped in.*	The impacts of changes in coastal morphology on the cable has been assessed in PEIR **Chapter 18 Marine Physical Environment**, **Section 18.8**, **Paragraph 18.8.45** to **18.8.47**. An assessment of the increase in suspended sediment concentration associated with cable installation is provided in **Section 18.8**, **Paragraph 18.8.21** to **18.8.36**, with additional information provided in **Appendix 18.1 Sediment Dispersion Modelling** of this PEIR. The assessment of cumulative effects will be presented in the ES.
MMO Paragraph 3.8.10	*The MMO would expect cumulative and inter-related impacts to include: seabed disturbances from other current offshore projects such as aggregate extraction zones and Offshore Wind Farm (OWF) construction and cableways cumulatively increasing suspended sediment concentrations, temporary and permanent loss/disruption to the habitat with cumulative increased footprint of seabed impact area, Electromagnetic Fields (EMF) from several OWF projects, and potential interference with fishing.*	Cumulative effects will be assessed within the ES.
MMO Paragraph 3.9.4	*Whilst noise impacts are unlikely to pose a high risk of harming marine fauna, some impacts may still be expected, and these should be adequately considered – especially when considering the potential for cumulative effects, where impacts considered "low risk" in a single impact pathway assessment may become significant. The MMO would expect underwater noise to be scoped in and some form of an assessment to be undertaken. The assessment does not have to include (complex) underwater modelling necessarily, but it should, at the very least, draw upon relevant literature where*	Modelling of underwater noise propagation during construction, operation and maintenance, and decommissioning of the Proposed Offshore Scheme has been undertaken and is presented in **Appendix 22.1 Underwater Noise Modelling Report** of this PEIR. The modelling approach was agreed with the Joint Nature Conservation Committee (JNCC) in September 2024 and the Centre for Environment, Fisheries and Aquaculture Science (Cefas) in October 2024. The results of the

Scoping Opinion ID	Scoping Opinion Comment (Ref 11)	How this is addressed
	appropriate to support assessment conclusions.	modelling, combined with literature review have been used to inform the assessment of likely significant effect of underwater noise on marine mammals presented in **Section 22.8** of **Chapter 22 Marine Mammals**. Additionally underwater noise changes are also assessed in the following: **Chapter 19 Intertidal and Subtidal Benthic Ecology** and **Chapter 20 Fish and Shellfish.**
MMO Paragraph 3.9.8	*Underwater noise generated from the clearance of Unexploded Ordinance (UXO) has not been included in the scoping decisions, although this has been included in the scoping decision for the transboundary impact assessment (part of the cumulative assessment). It is stated that the impacts of UXO clearance will be assessed under a separate marine licence (which the MMO supports) but it is unclear why this has been included. It should also be noted that no reason has been provided for this scoping decision in the transboundary assessment with the impacts of UXO scoped out. It should clearly be stated that UXO are to be assessed in a separate marine licence and justifications should be provided for the scoping decisions in the transboundary impact assessment.*	A high level assessment of Underwater Noise changes due to UXO clearance is included in **Chapter 22 Marine Mammals**.

28.4 Cumulative Effects Assessment Methodology

Intra-project effects assessment

Intra-project effects of multiple aspects on receptors

28.4.1 The intra-project effects assessment will be undertaken and reported in the ES at which stage a full assessment of environmental effects will have been undertaken and more detail on the Proposed Scheme design will be known.

28.4.2 The first step in the assessment will be to consider where there is potential for an intra-project effect to occur as a result of the Proposed Scheme. The potential for intra-project effects is presented in **Table 28.3** and **Table 28.4**.

28.4.3 In **Table 28.3** (onshore) and **Table 28.4** (offshore), grey squares indicate 'N/A' (not applicable) as they are relating to the same chapter. For all other chapters an 'X' indicates where there is the potential for an intra-project effect between two topic chapters.

28.4.4 Climate change and health and wellbeing are excluded from this intra-project assessment for the following reasons:

a. **Chapter 10 Health and Wellbeing** of this PEIR inherently assesses the combination effects of different environmental effects (as identified by all topic assessments) on the population (human health).
b. **Chapter 27 Climate Change and Carbon** of this PEIR considers climate change resilience and greenhouse gas emissions. The In-combination Climate Change Impacts (ICCI) assessment focusses on how effects identified by all the topic assessments may be exacerbated by the future projected changes to climate variables. Therefore, the ICCI comprises an intra-project effects assessment with climate change, the results of which will be reported as part of that assessment. The global atmosphere is a receptor unique to the greenhouse gases assessment. Therefore, greenhouse gases will not be included in the intra-project assessment.

Table 28.3: Potential for intra-project effects onshore

	AS	AQ	EB	GC	HE	HHD	LV	MW	NV	SET	TT
AS	N/A		X	X	X	X	X			X	
AQ		N/A	X		X				X		X
EB	X	X	N/A			X	X		X		
GC				N/A	X	X	X				
HE	X	X		X	N/A				X	X	X
HHD	X		X	X		N/A	X				
LV	X				X		N/A			X	
MW								N/A			
NV		X	X		X				N/A	X	X
SET	X				X		X			N/A	
TT		X			X				X	X	N/A

Acronyms used above:

AS: Chapter 6 Agriculture and Soils, AQ: Chapter 7 Air Quality, EB: Chapter 8 Ecology and Biodiversity, GC: Chapter 8 Geology and Contamination, HE: Chapter 11 Historic Environment, HHD: Chapter 12 Hydrology, Hydrogeology and Drainage, LV: Chapter 13 Landscape and Visual, MW: Chapter 14 Material Assets and Waste, NV: Chapter 15 Noise and Vibration, SET: Chapter 16 Socio-Economics and Tourism, TT: Chapter 17 Traffic and Transport

Table 28.4: Potential for intra-project effects offshore

	MPE	ISBE	FS	IOO	MM	SN	CF	OMU	MA
MPE	N/A	X	X	X	X		X		X
ISBE	X	N/A	X	X	X		X		
FS	X	X	N/A	X	X		X		
IOO	X	X	X	N/A					
MM	X	X	X		N/A				
SN						N/A			
CF	X	X	X				N/A		
OMU								N/A	
MA	X								N/A

Acronyms used above:

MPE: Chapter 18 Marine Physical Environment, ISBE: Chapter 19 Intertidal and Subtidal Benthic Ecology, FS: Chapter 20 Fish and Shellfish, IOO: Chapter 21 Intertidal and Offshore Ornithology, MM: Chapter 22 Marine Mammals, SN: Chapter 23 Shipping and Navigation, CF: Chapter 24 Commercial Fisheries, OMU: Chapter 25 Other Marine Users, MA: Chapter 26 Marine Archaeology.

28.4.5 Where **Table 28.3** and **Table 28.4** identifies the potential for intra-project effects, these will be included within the relevant ES chapter and a judgement made whether or not a theoretical pathway exists.

28.4.6 Where a theoretical pathway exists, an assessment of intra-project effects will be made and any additional mitigation over and above that already taken into account in determining the individual residual effects will be identified and implemented as required and where practicable.

Intra-project effects of the Proposed Onshore Scheme and the Proposed Offshore Scheme

28.4.7 At the interface between the Proposed Onshore Scheme and the Proposed Offshore Scheme the scope of intra-project effects are limited. **Table 28.5** identifies the potential intra-project impacts. The assessment of intra-project effects will be informed by the assessments provided in the relevant ES topic chapters. Any additional mitigation over and above that already taken into account in determining the individual residual effects will be identified as required.

Table 28.5: Potential for intra-project effects of the Proposed Onshore Scheme and the Proposed Offshore Scheme

Project phase	Receptor	Impact	Potential for significant effect
Construction	Recreation	Visual impact/ disturbance	There will be a temporary elevation in the visual and noise disturbance to recreational users at the proposed Landfill Site when offshore and onshore activities overlap temporally. For example, there will be activity in the proposed Landfall Site at the same time as activity in the nearshore when the Horizontal Directional Drilling (HDD) is installed, or when the cables are pulled in through the HDD ducts. These activities will be temporary but may cause short-term disturbance or restricted use of certain areas. The significance of this intra-project impact will be assessed and reported in the ES.
Construction	Birds	Visual impact/ disturbance	There will be a temporary elevation in the visual and noise disturbance to ornithology when offshore and onshore activities overlap temporally. For example, there will be activity in the proposed Landfall Site at the same time as activity in the nearshore when the Horizontal Directional Drilling (HDD) is installed, or when the cables are pulled in through the HDD ducts. These activities will be temporary but may cause short-term disturbance or restricted access to foraging areas. The significance of this intra-project impact will be assessed and reported in the ES.

Intra-project effects of the Proposed Offshore Scheme and Dutch Offshore Components (Transboundary Effects)

28.4.8 In accordance with Regulation 32 of the EIA regulations, and as set out in the Planning Inspectorate's Advice on Transboundary Impacts and Process (Ref 14), consideration has been given to the potential for transboundary effects on European Economic Area States as a result of the Proposed Scheme.

28.4.9 As a linear infrastructure project between the UK and Netherlands, it is acknowledged that during construction and operation (specifically maintenance) there will be a continuation of impacts from UK waters to Netherland waters and vice versa during certain works.

28.4.10 Each of the offshore technical assessments (**Chapter 18 to Chapter 26**) presented in this PEIR consider the potential for significant transboundary impacts of the Proposed Offshore Scheme and Dutch Offshore Components, where applicable. The Proposed Onshore Scheme is not anticipated to contribute to transboundary effects.

28.4.11 A screening of transboundary impacts, in line with the Planning Inspectorate's Advice Annex 1 (Ref 15) is provided in **Appendix 5.1 Transboundary Screening Matrix** of this PEIR, and where appropriate, further assessment is provided within the offshore topic chapters (**Chapter 18 to Chapter 26**) of this PEIR.

28.4.12 The Dutch Offshore components will be the subject of a separate environmental assessment/EIA, compliant with Dutch legislation and EU requirements, which will also consider intra-project and transboundary effects.

28.4.13 A "Summary of the Onshore and Offshore Environmental Effects" document will be prepared once the UK and Dutch environmental assessment process is complete. This will provide:

a. a description of the LionLink Project end-to-end;
b. an overview of the environmental assessments that have been conducted and the conclusions of those assessments; and
c. highlight any significant intra project effects and mitigation that will be implemented to avoid or reduce the significance of effects.

Inter-project effects assessment

28.4.14 The Planning Inspectorate's Advice Note Seventeen provides a staged and sequential approach to cumulative effects assessment which can be split into four distinct phases namely:

a. Stage 1: Establishing a long list of other developments;
b. Stage 2: Establishing a shortlist of other development;
c. Stage 3: Information gathering about relevant developments to be considered; and
d. Stage 4: Undertaking a cumulative assessment.

28.4.15 At this PEIR stage, Stage 1 has been completed and reported in this document. Stages 2 to 4 will be completed as the design is fixed and will be reported in the ES.

Stage 1: Establishing the long list

Stage 1a: Identifying the Zone of Influence

28.4.16 The proposed Zones of Influence (ZoI) are collated in **Table 28.6**, **Table 28.7** and **Table 28.8**.

28.4.17 The study areas within **Chapter 6 to Chapter 27** of this PEIR inform the baseline conditions or trends which are assessed in those chapters. The ZoI differ from the study area as they are refined to consider the potential for likely significant effects cumulatively with other developments. Some of these presented in this PEIR vary from the ZoI identified in the EIA Scoping Report due to refinement of the Proposed Scheme design, feedback from consultees, identification of additional constraints and the results of the preliminary assessment undertaken for the PEIR. The ZoI will remain under iterative review.

28.4.18 Where there is more than one ZoI in a topic, the largest ZoI has been used for the identification of the long list of other developments.

28.4.19 Near to the boundary between onshore and offshore there might be cumulative effects that arise from an onshore and an offshore other development on onshore and/or offshore receptors. During the EIA process, the individual topic assessment will consider the potential for significant cumulative effects on receptors from other developments.

Table 28.6: Zone of Influence for onshore topic chapters

Topic chapter	Maximum ZoI (Distance from the Proposed Onshore Scheme Draft Order Limits)
Chapter 6 Agriculture and Soils	The Proposed Onshore Scheme Draft Order Limits
Chapter 7 Air Quality	2km
Chapter 8 Ecology and Biodiversity	10km
Chapter 8 Geology and Contamination	500m
Chapter 10 Health and Wellbeing	Dependent on the spatial distribution of likely impacts identified by other disciplines.
Chapter 11 Historic Environment	1km
Chapter 12 Hydrology, Hydrogeology and Drainage	500m
Chapter 13 Landscape and Visual	Equivalent to the study area shown on **Figure 13.1 Landscape and Visual Study Area**

Topic chapter	Maximum ZoI (Distance from the Proposed Onshore Scheme Draft Order Limits)
Chapter 14 Material Assets and Waste	Topic assessment is inherently cumulative therefore no separate cumulative assessment undertaken.
Chapter 15 Noise and Vibration	300m from the Draft Order Limits for construction noise and vibration. 1km from the proposed Converter Station and Kiln Lane Substation for operational noise.
Chapter 16 Socio-Economics and Tourism	Suffolk County in relation to employment/labour market and worker accommodation effects. 500m from the Draft Order Limits for all other receptors.
Chapter 17 Traffic and Transport	Equivalent to the study area shown on **Figure 17.1 Traffic and Transport Study Area**

Table 28.7: Zone of Influence for offshore topic chapters

Topic chapter	Maximum ZoI (Distance from the Proposed Onshore Scheme Draft Order Limits)
Chapter 18 Marine Physical Environment	15km
Chapter 19 Intertidal and Subtidal Benthic Ecology	15km
Chapter 20 Fish and Shellfish	15km
Chapter 21 Intertidal and Offshore Ornithology	15km
Chapter 22 Marine Mammals	Equivalent to the study area shown on **Figure 22.1 Marine Mammals Study Area**
Chapter 23 Shipping and Navigation	10 nautical miles (NM)
Chapter 24 Commercial Fisheries	Comprises the area of the Southern North Sea from Lowestoft in the north to Harwich in the south and out to the boundary between the UK and Netherlands Exclusive Economic Zones.
Chapter 25 Other Marine Users	10km
Chapter 26 Marine Archaeology	15km

Table 28.8: Zone of Influence for Proposed Scheme-wide topics

Topic chapter	Maximum ZoI (Distance from the Draft Order Limits)
Chapter 27 Climate Change and Carbon	Assessment is inherently cumulative therefore no separate cumulative assessment undertaken.

Stage 1b: Identifying a long list of other developments

28.4.20 A screening exercise has been undertaken for the PEIR to identify a long list of other developments within the ZoI for the Proposed Scheme. The search radius for other developments was aligned with **Table 28.6**, **Table 28.7** and **Table 28.8**.

28.4.21 A review of planning applications on relevant planning authority websites, the Planning Inspectorate's Website and the MMO Marine Case Management System was conducted in August 2025 to inform the long list in this PEIR. The Suffolk Coastal Local Plan (Ref 6) and the Waveney Local Plan were also reviewed (Ref 16).

28.4.22 The developments which meet the criteria given in **Table 28.9** have been included in the provisional long list of developments in **Appendix 28.1 Long List of Other Developments,** and shown in **Figure 28.1 Cumulative Assessment Long List – Nationally Significant Infrastructure Projects,** and **Figure 28.2 Cumulative Assessment Long List – Other Developments**. The criteria set out in **Table 28.9** is based on experience from EIAs of other major infrastructure projects.

28.4.23 This long list will be updated for the ES based on a review of planning websites and stakeholder feedback to the PEIR.

Table 28.9: Inclusion criteria for the long list of other developments.

Development		Housing unit (number)	Housing land (hectares (ha))	Non-residential (metres squared (m^2))	Non-residential (ha)	Distance from Draft Order Limits
Offshore applications		Not applicable	Not applicable	All	All	15km
Nationally Significant Infrastructure Projects		All	All	All	All	10km
Transport and Works Act Orders		Not applicable	Not applicable	All	All	10km
Mineral and Waste EIA Applications		Not applicable	Not applicable	All	All	10km
Transport allocations in non-statutory plans e.g. Local Transport Plans		Not applicable	Not applicable	All	All	10km
Applications or Allocations	Large scale major	200+	4+	10,000+	2+	10km
	Medium scale major	10-199	0.5-4	1,000-10,000	1-2	2km
	Minor	1-9	Less than 0.5	Less than 1,000	Less than 1	500m

28.4.24 The Planning Inspectorate's Advice Note Seventeen identifies three tiers of development based on where they are in the planning process and recognises that the amount of information available to inform the assessment varies according to which tier it fits in to. Tier 1 developments are the most certain, with a high level of publicly available information, while Tier 3 developments are the least certain, with limited publicly available information to inform assessments. The criteria are assigned in tiers which descend from Tier 1 (most certain) to Tier 3 (least certain) and reflect a diminishing degree of certainty which can be assigned to each development (see **Table 28.10**).

Table 28.10: Criteria used to determine the tier of development for the inter-project cumulative effects assessment (Ref 7).

Tier	Description	Data availability
Tier 1	• *under construction.* • *permitted applications under the Planning Act or other regimes but not yet implemented.* • *submitted applications under the Planning Acting or other regimes but not yet determined.* • *all refusals subject to appeal procedures not yet determined.*	Decreasing level of available data ↓
Tier 2	• *projects on the Planning Inspectorate's programme of projects.*	
Tier 3	• *projects on the Planning Inspectorate's programme of projects where a scoping report has not been submitted.* • *identified in the relevant Development Plan and emerging Development Plans, with appropriate weight given as they near adoption, recognising that there will be limited information available on the relevant proposals.* • *identified in other plans and programmes, as appropriate, which set the framework for future development consents or approvals, where such development is reasonably likely to come forward.*	

Stage 2: Establishing the short list

28.4.25 At Stage 2, the longlist is appraised against criteria, with the use of professional judgement, to create a shortlist. The criteria is used identify whether potential cumulative inter-project effects are likely to be significant and therefore subject to further consideration.

28.4.26 The criteria includes:

a. Likelihood development comes forward/level of information available (based on Tiers): Allocations within Local Development Plans and other plans and programmes will be excluded from the preliminary short list and scoped out of the assessment. This is because, as Tier 3 developments, the amount of information available and the resulting certainty around the assessment of cumulative effects is likely to be limited. It is expected that future developers

bringing forward proposed development in line with those allocations would carry out their own assessment of cumulative effects.

b. Temporal scope: Other developments within the ZoI with overlapping construction phase and operation and maintenance phase will be included in the preliminary short list. Where other developments are expected to be completed before construction of the Proposed Scheme and the effects of those projects are fully determined, effects arising from them will be considered as part of the future baseline assessed in the technical chapters and they will be excluded from the preliminary short list and scoped out of the cumulative effects assessment.
c. Scale and nature of development:
    i. Development identified as Schedule 1 and 2 developments in the EIA Regulations 2017 and the Town and Country Planning (EIA) Regulations 2017 will be considered further.
    ii. Development not identified as Schedule 1 and 2 developments in the EIA Regulations 2017 and the Town and Country Planning (EIA) Regulations 2017 will be scoped out of the assessment, except where it is considered that potential significant environmental effects may arise in combination with the Proposed Scheme.
d. Sensitivity of the receiving environment: Where there are potential source pathway-receptor linkages between the Proposed Scheme and other developments, cumulative effects will be considered further. Other developments with no clear source-pathway-receptor linkage will be excluded from the preliminary short list and scoped out of the assessment.

28.4.27 The definition of the short list will take into consideration that documented information for other developments may be high level at this stage. If assumptions regarding potential for significant effects need to be made, then these will be briefly outlined.

Stage 3: Information gathering

28.4.28 Available information will be gathered on the other developments short listed at Stage 2 including:

a. proposed design and location information;
b. proposed programme of construction and operation; and
c. environmental assessments that set out baseline data and effects arising from the other developments (for example, ES or Scoping Reports).

Stage 4: Assessment

28.4.29 An assessment of the cumulative effects of the Proposed Scheme with the other developments identified in Stage 2 will be carried out using the following methodology:

a. Each of the other developments will be assessed in turn with the Proposed Scheme to determine if both activities/proposals give rise to significant cumulative effects during either construction or operation;
b. The assessment will consider the apportionment of effect between the Proposed Scheme and the other development for example is the contribution

to the effect demonstrably related to one development or is there an equal contribution from either development based on professional judgement;

c. The assessment will consider whether certain assessments (for example transport and associated air quality/noise vehicular emissions assessments) are inherently cumulative and have been carried out on a worse-case basis. In such circumstances no additional cumulative assessment will be carried out;
d. Cumulative effects will be identified by considering whether:
    i. there would be any change in the significant effects from the Proposed Scheme, as identified within the individual technical chapters of the ES, taking into consideration any effects from the short listed other development. For example, a moderate adverse significant effect becoming a major adverse significant effect; or where the effects of the Proposed Scheme on key receptors potentially affected by the short listed other development would trigger a significant effect where the effects of the Proposed Scheme in isolation would be non-significant. For example, a minor adverse non-significant effect becoming a moderate adverse significant effect;
e. Significant effects of the Proposed Scheme will be taken from the environmental topic chapters to inform the significance of cumulative effects with other developments. Effects will be identified as direct, indirect, short-term or long-term, permanent or temporary; and
f. All likely significant cumulative effects and a description of the proposed mitigation and monitoring measures that may be required will be documented I the ES.

Topic Glossary and Abbreviations

Term	Definition
Cefas	Centre for Environment, Fisheries and Aquaculture Science
EIA	Environmental Impact Assessment
ES	Environmental Statement
ha	Hectares
HDD	Horizontal Directional Drilling
JNCC	Joint Nature Conservation Committee
MMO	Marine Management Organisation
m^2	Metres squared
N/A	Not applicable
NM	Nautical miles
PEIR	Preliminary Environmental Information Report
UXO	Unexploded Ordinance
ZoI	Zone of Influence

References

Ref 1 The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), Available at: https://www.legislation.gov.uk/uksi/2017/572/contents (Accessed 09/09/2025)

Ref 2 Overarching National Policy Statement for Energy (EN-1) (NPS EN-1), Available at: https://www.gov.uk/government/publications/overarching-national-policy-statement-for-energy-en-1 (Accessed 09/09/2025)

Ref 3 National Policy Statement for Renewable Energy Infrastructure (EN-3) (NPS EN-3), Available at: https://www.gov.uk/government/publications/national-policy-statement-for-renewable-energy-infrastructure-en-3 (Accessed 09/09/2025)

Ref 4 National Policy Statement for Electricity Networks Infrastructure (EN-5) (NPS EN-5), Available at: https://www.gov.uk/government/publications/national-policy-statement-for-electricity-networks-infrastructure-en-5 (Accessed 09/09/2025)

Ref 5 National Planning Policy Framework (2024), Available at: https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf (Accessed 09/09/2025)

Ref 6 East Suffolk Council - Suffolk Coastal Local Plan (2020), Available at: https://www.eastsuffolk.gov.uk/assets/Planning/Planning-Policy-and-Local-Plans/Suffolk-Coastal-Local-Plan/Adopted-Suffolk-Coastal-Local-Plan/East-Suffolk-Council-Suffolk-Coastal-Local-Plan.pdf (Accessed 09/09/2025)

Ref 7 Planning Inspectorate (2025) Nationally Significant Infrastructure Project: Advice on Cumulative Effects Assessment. Available at: https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-cumulative-effects-assessment (Accessed 09/09/2025)

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Ref 9 Interim Non-Statutory Consultation Feedback Summary Report (2023). Available from: https://www.nationalgrid.com/national-grid-ventures/lionlink/library#230548828-3684997351 (Accessed July 2025).

Ref 10 Supplementary Non-Statutory Consultation Summary Report (2024) Supplementary Non-Statutory Consultation Summary Report [online]. Available from: https://www.nationalgrid.com/national-grid-ventures/lionlink/library#230548828-3684997351 (Accessed July 2025).

Ref 11 Marine Management Organisation (2024) Late scoping consultation response Available at: https://nsip-documents.planninginspectorate.gov.uk/published-

documents/EN020033-000149-LION%20-%20Late%20Scoping%20Consultation%20Response%20-%20Marine%20Management%20Organisation.pdf (Accessed September 2025)

Ref 12 Planning Inspectorate Scoping Opinion. Proposed LionLink Multi-purpose interconnector https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN020033/EN020033-000103-LION%20-%20Scoping%20Opinion.pdf (Accessed 09/09/2025)

Ref 13 Planning Inspectorate (2024) LionLink Interconnector Documents. (Online) Available at: https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN020033/documents (Accessed 09/09/2025)

Ref 14 Planning Inspectorate (2025). Nationally Significant Infrastructure Projects: Advice on Transboundary Impacts and Process. Available at: https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-transboundary-impacts-and-process (Accessed 09/09/2025)

Ref 15 Planning Inspectorate Transboundary Advice Annex 1 Transboundary screening for the purposes of Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) Long form proforma. Available at: https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-transboundary-impacts-and-process (Accessed 09/09/2025)

Ref 16 East Suffolk Council – Waveney Local Plan (2019). Available at: https://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Adopted-Waveney-Local-Plan-including-Erratum.pdf (Accessed 09/09/2025)

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