



# LionLink

## Targeted consultation brochure

July 2026

LIONLINK

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# Introduction

**National Grid Ventures (NGV) is developing plans to build LionLink, a new subsea electricity cable (known as an interconnector) between Great Britain and the Netherlands. National Grid Lion Link Limited (NGLLL), which forms one aspect of the NGV portfolio, is the Applicant that will be submitting an application to the Planning Inspectorate (PINS) for a Development Consent Order (DCO).**

We held our statutory consultation for LionLink between 13 January and 10 March 2026, following two earlier non-statutory consultations held in 2022 and 2023.

During this period, we engaged with local communities, stakeholders and statutory bodies through a range of activities, enabling people to learn more about our proposals and share their views.

We would like to thank everyone who took the time to attend events and provide feedback. This input is playing an important role in shaping our ongoing design and approach as we move towards submitting our application for development consent.

We have reviewed feedback received during our statutory consultation. Through doing so, we have identified opportunities to refine our proposals in line with feedback through some proposed localised changes.

As is typical with infrastructure projects, we are holding a targeted consultation on these proposed changes to our proposals.

The targeted consultation is taking place from **Tuesday 7 July to Wednesday 5 August 2026.**

This document sets out the context for the targeted consultation, provides an overview of the statutory consultation outcomes and explains the proposed localised changes, why they are being put forward and how feedback can be submitted.

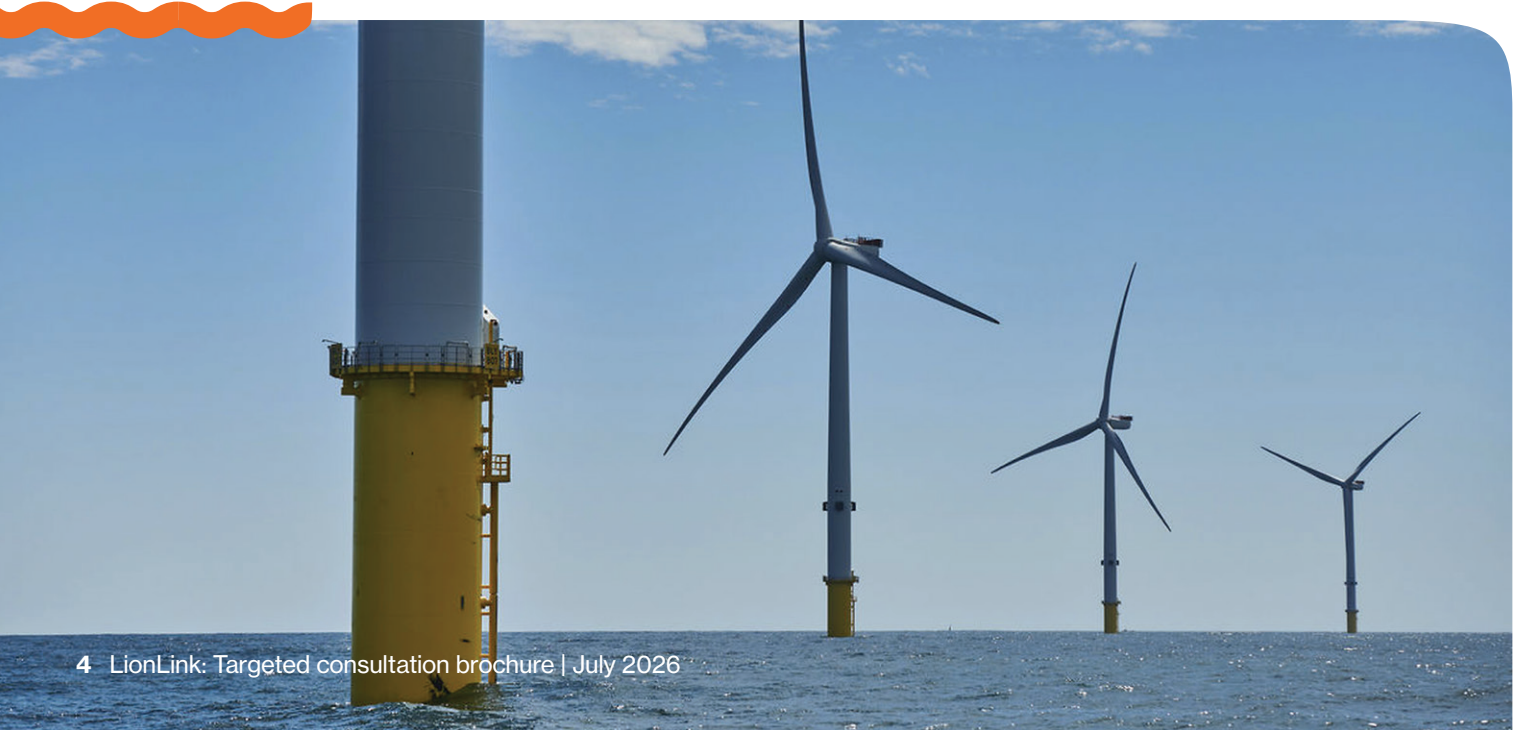
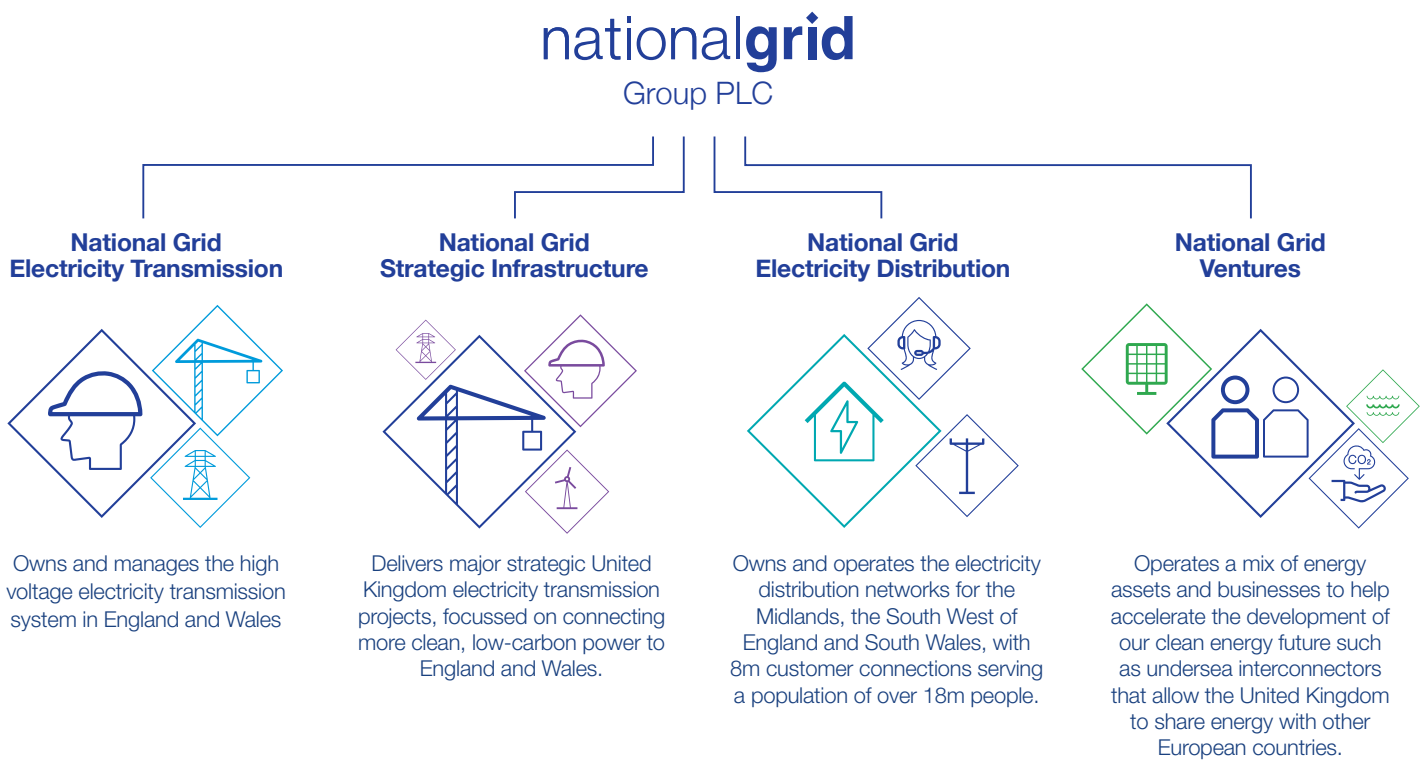


# Overview

## About National Grid Ventures

**NGV, the commercial arm of National Grid, is responsible for building and operating energy projects such as LionLink. It focuses on investments in energy infrastructure, technologies, and strategic partnerships that support a secure, resilient, and affordable energy system.**

NGV already operates six interconnectors across the UK: BritNed, IFA 1, IFA 2, Viking Link, North Sea Link and Nemo Link - with a combined capacity of 7.8 gigawatts (GW).



## About LionLink

**LionLink is a new subsea electricity cable (known as an interconnector) between the UK and the Netherlands. LionLink is a first of its kind technology, which will connect to the Dutch offshore windfarm, Nederwiek 3.**

LionLink will enable the cross-border transmission of clean electricity with the capacity to deliver up to 2 GW of electricity, which will be vital in supporting greater energy security.

### Why is LionLink needed?

LionLink will help make the UK's energy supply more secure by increasing the amount of electricity that can be shared between countries. Energy security is a growing priority, and stronger cooperation with European nations will play a key role for the UK.

By connecting to a Dutch offshore wind farm, LionLink would supply up to 2 GW of electricity – enough to power around 2.5 million homes. This will cut reliance on fossil fuels, help reduce price volatility and contribute to a more secure and stable energy system.

LionLink will deliver a range of benefits including:



**Strengthening Great Britain's national energy security**



**Supplying up to 2 GW of electricity**



**Supporting the transition to renewable energy sources**

### The proposed infrastructure for the UK elements of LionLink would include:

- Extension to Kiln Lane Substation to facilitate LionLink's connection;
- Proposed Underground High Voltage Alternating Current (HVAC) cables between the Kiln Lane Substation and the proposed Converter Station;
- Proposed Converter Station;
- Proposed Underground High Voltage Direct Current (HVDC) cables between the proposed Converter Station and Landfall;
- Landfall; and
- Proposed Offshore HVDC cables from the Landfall to the edge of the United Kingdom Exclusive Economic Zone (EEZ).

# Summary of statutory consultation

## Previous engagement

**Ahead of our statutory consultation for LionLink, we worked closely with local communities, stakeholders and elected representatives to help shape and refine the project. Through two rounds of non-statutory consultation in 2022 and 2023, we gathered valuable feedback that helped shape the proposals presented during our statutory consultation.**

Our statutory consultation took place over eight weeks, from Tuesday 13 January to Tuesday 10 March 2026.

This included a combination of in-person events and online webinars designed to support individuals to learn more about the proposals and share their feedback.

We would like to thank the local communities, businesses, elected representatives and community groups who participated and shared their feedback.

We produced a range of consultation materials to support the statutory consultation. These were available on the LionLink website and at five local deposit points throughout the consultation period. The materials were designed to help people understand the proposals and provide informed feedback.

All consultation materials, including the full Preliminary Environmental Information Report (PEIR) and supporting technical documents, were available to view and download from the project's online document library throughout the consultation period. These documents remain available on our website.

People could provide feedback in several ways, including through online and paper feedback forms, by email and by post.

### The consultation included:

- Five in-person community events held in Saxmundham, Walberswick, Darsham, Westleton and Yoxford
- Hosting four webinars, including two for the public and two for parish councils
- Publicising our consultation within the East Anglia Daily Times, Eastern Daily Press and the Ipswich Star, as well as national media and on social media



## Targeted consultation

### What are we consulting on?

We have identified opportunities to refine our proposals in line with feedback through some proposed localised changes.

As is typical with infrastructure projects, we are holding a targeted consultation on these proposed changes to our proposals.

The targeted consultation is taking place from **Tuesday 7 July to Wednesday 5 August 2026**. This will give people the opportunity to provide feedback on these specific proposed changes.

The targeted consultation will focus only on the proposed localised changes set out in this brochure and will not repeat the statutory consultation on the wider LionLink proposals.

### How will the consultation inform the proposals?

Feedback from the targeted consultation will inform the further refinement of our proposals ahead of the submission of our application for development consent.

### How to have your say

Details on how you can review our targeted consultation materials and provide your feedback can be found in 'How to have your say' on **pages 20 and 21**.

### Who are we consulting?

We are contacting those that we consider most directly affected by the proposed changes, as well as relevant statutory consultees, to make them aware of the targeted consultation and how they can take part.

Whilst the consultation is targeted to these individuals and organisations, anyone who wishes to comment on the proposed localised changes can submit feedback during the consultation period.

## Decisions since statutory consultation

The statutory consultation sought feedback on several project options. Having carefully considered the feedback received, alongside ongoing technical and environmental assessments, we have now made decisions on key aspects of the project.

These include reducing planned construction working hours and selecting a preferred option for part of the High Voltage Direct Current (HVDC) route.

Further information on these decisions and the reasons for them is provided on **pages 18 and 19** of this brochure.

# Proposed changes to the project

**For this targeted consultation, we are seeking feedback on a number of proposed changes to the project. These changes have been identified through ongoing design development, technical and environmental assessments and feedback received during our statutory consultation.**

The proposed changes covered in this consultation are:

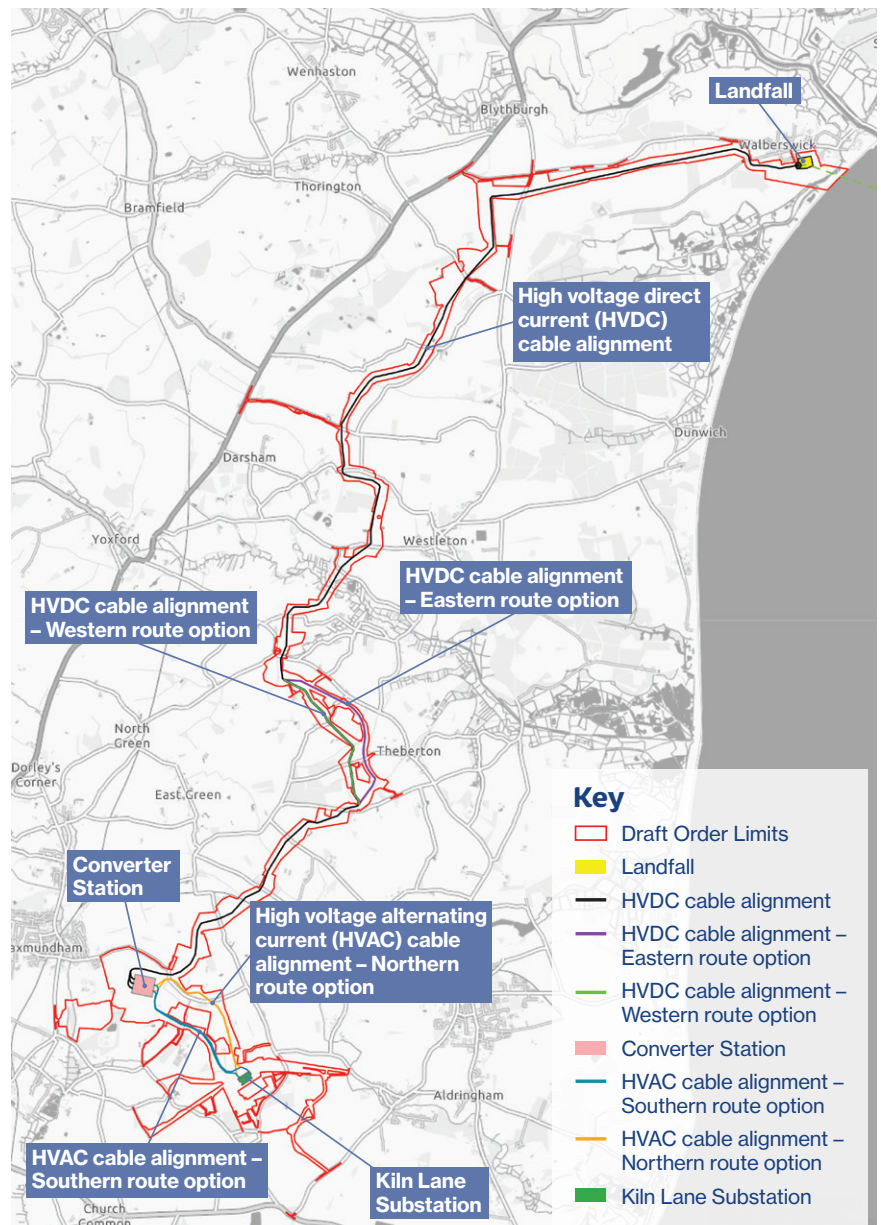
- An alternative landfall in Walberswick
- Options for works to Benhall Railway Bridge and its inclusion into the project boundary (Draft Order Limits)
- Widening the project boundary (Draft Order Limits) at Lymballs Lane
- A small number of refinements to the project boundary (Draft Order Limits) at access points from local roads and our construction areas

Where the proposed changes affect the environmental information previously reported in the Preliminary Environmental Information Report (PEIR), this has been assessed and reported in the Environmental Implications of Change (EIC) Report. This can be found in our online document library at: [nationalgrid.com/national-grid-ventures/lionlink/library](https://nationalgrid.com/national-grid-ventures/lionlink/library)

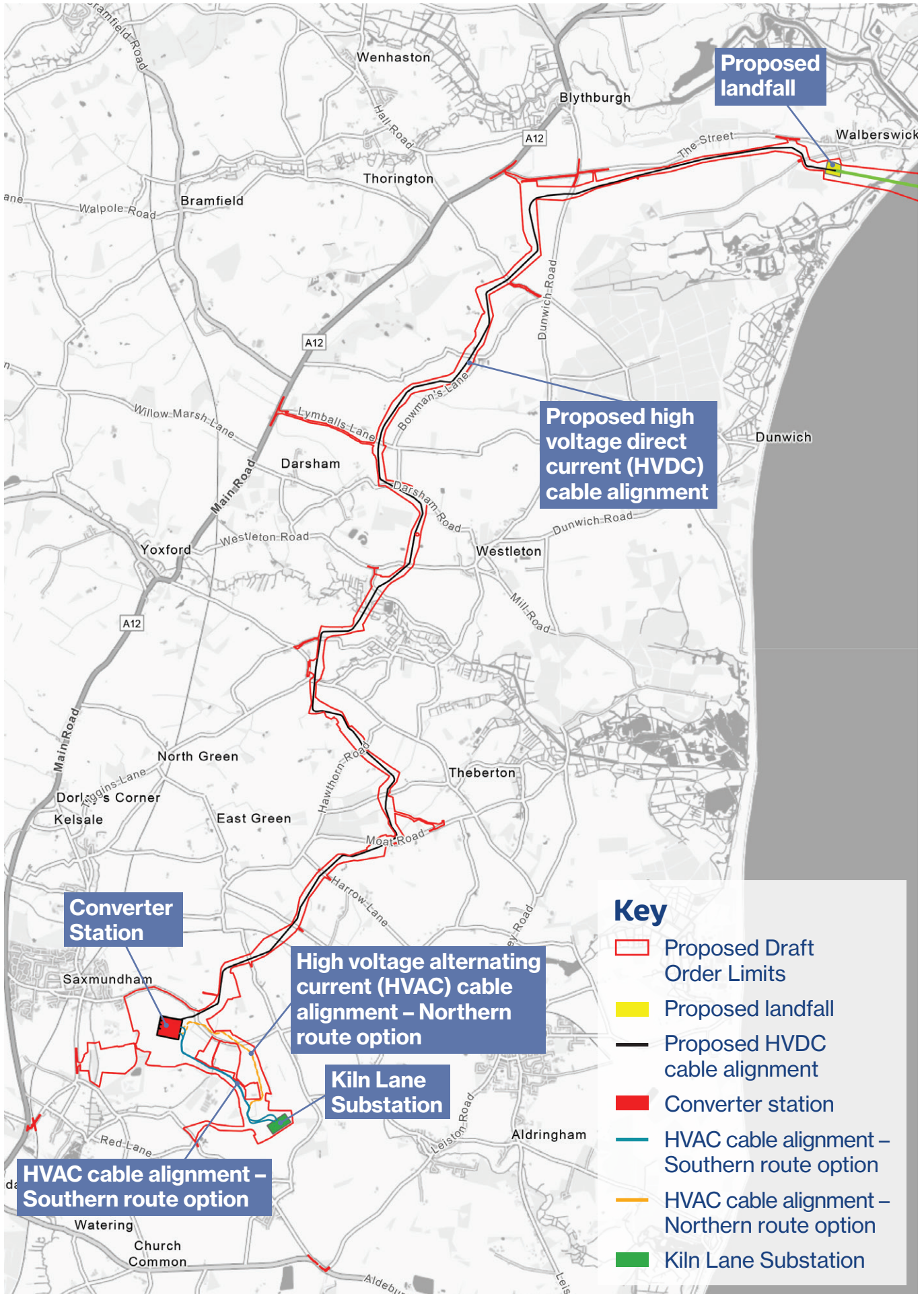
## What are Draft Order Limits?

The Draft Order Limits form the boundary of the entire area within which the Project could take place, including temporary and permanent works as well as works to the existing infrastructure.

Overview map of our original proposals



# Overview of our revised onshore proposals



**Key**

- Proposed Draft Order Limits
- Proposed landfall
- Proposed HVDC cable alignment
- Converter station
- HVAC cable alignment – Southern route option
- HVAC cable alignment – Northern route option
- Kiln Lane Substation

## Alternative landfall at Walberswick

### Proposals

As a result of feedback received during statutory consultation and ongoing assessments, we have identified an alternative landfall at Walberswick, where the offshore cable would come ashore and connect to the underground onshore cable.

We have identified an alternative landfall, known as G3, which would be located approximately 450 metres west of the previously presented G2 site, and further from the main village.

The offshore cable landfall point itself would not change. However, our cable installation method would be extended, as the Horizontal Directional Drilling (HDD) route would be longer to reach G3. HDD is a trenchless method used to minimise surface disruption and environmental impact, particularly in sensitive areas or where obstacles like watercourses and roads are present.

We are also proposing to amend the access arrangements at the landfall. Stocks Lane and other footpath areas would be removed from the Draft Order Limits as they are no longer required for utilities connections to the B1387. Construction access would primarily use the proposed temporary haul road from the B1387, helping to reduce the volume of construction vehicles on this road, minimising disruption for local residents and road users. No construction works are proposed at Manor Field as part of the alternative landfall at G3 and there would be no requirement for construction vehicles to use Stocks Lane.

The map opposite shows the previous G2 landfall and the proposed G3 landfall. You can also view the proposed change on our online interactive map which you can find through our consultation webpage.

### Why are we proposing this change?

The proposed landfall location has been considered and assessed through your feedback and ongoing environmental, planning, and technical work, while still realising the previously identified benefits of a landfall in the Walberswick area.

G3 is further from Walberswick village, as well as from public footpaths and recreational areas. Environmental assessments indicate that the revised location could reduce impacts on habitats and species, and impacts associated with the previous landfall access arrangements.

The increased distance from the village also reduces the potential for construction activity, including plant, equipment, temporary lighting and vehicle movements, to affect local views or the character of the landscape.

The continued use of trenchless HDD beneath the beach and other sensitive areas avoids the need for surface excavation at the landfall.

The continued use of HDD over the longer distance is supported by extensive survey work carried out at the site, which provides confidence in its feasibility and in the ability to manage risks to the surrounding environment.

## Construction

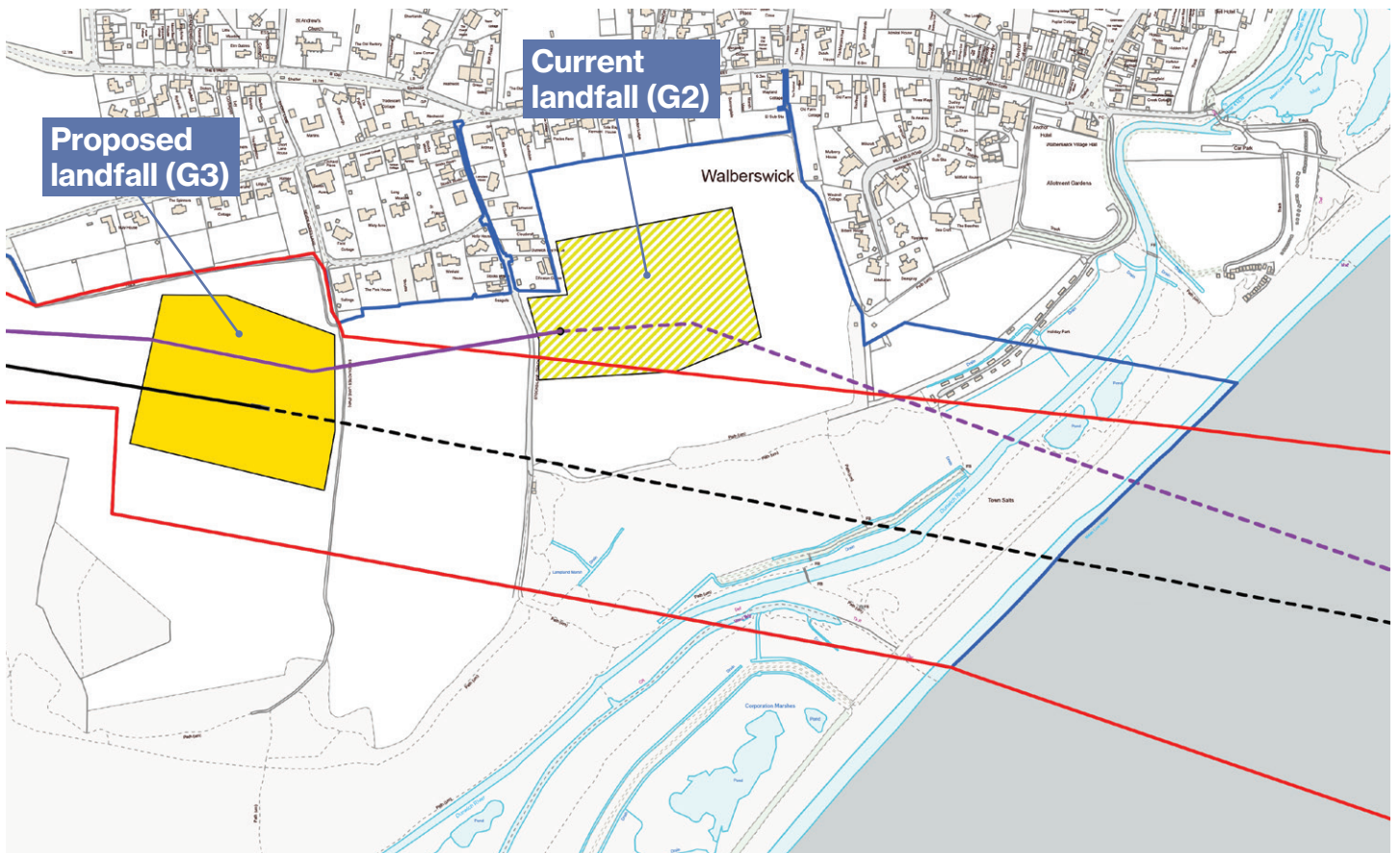
Construction at the Walberswick landfall is expected to last around 20 months. Construction work would not happen continuously throughout this full period as works would be phased and activity levels would vary over time. This would include site set up, enabling works, trenchless drilling, cable installation and demobilisation. These details reflect those presented at statutory consultation and do not represent a change to the anticipated construction duration at this location.

Further information on the proposed construction activities, including trenchless drilling, is provided in the Project Overview Document produced for our Statutory Consultation, which can be found in our document library of our project website.

Some landfall activities would need to be carried out continuously. Further information on proposed construction working hours, including landfall-specific activities, is provided on **page 19** of this brochure.

Q1: Please tell us your views on our proposed change to the landfall at Walberswick.

Details of how to share your views are provided in the 'How to have your say' section at the end of this brochure.



## Key

- Proposed Draft Order Limits
- Current Draft Order Limits
- Proposed HVDC cable alignment

- Proposed HVDC offshore cable alignment
- Current HVDC cable alignment
- Current HVDC offshore cable alignment

## Proposed changes at Lymballs Lane

### Proposals

We are proposing to update the construction area near Lymballs Lane, Darsham, to provide a temporary haul road between the A12 and the HVDC underground cable corridor. Following further assessment and feedback received during consultation, we have identified an opportunity to move the haul road slightly further south, with additional land required to construct and operate the haul road safely.

The map opposite shows the Draft Order Limits presented at statutory consultation and the changes proposed as part of this targeted consultation. You can also view the proposed change on our online interactive map which you can find through our consultation webpage.

### Why are we proposing this change?

The position of the Draft Order Limits near Lymballs Lane has been proposed to help reduce construction effects on nearby communities and the local environment. The position further south increases the distance from nearby homes, local road users and access points, helping to reduce temporary effects such as noise, dust, vehicle movements, lighting and changes to local views on nearby properties.

The proposed change would also reduce potential ecological impacts when compared with the previous design presented at statutory consultation.

This change has been designed to avoid areas of natural grassland, reduce potential impacts on reptiles and amphibians and significantly limit the loss of hedgerows. Retaining hedgerows helps protect wildlife habitats, supports ecological links across the landscape, and preserves local character.

The haul road would be removed once construction in this area is complete. Land used during construction would be reinstated in line with the project's reinstatement commitments and landowner agreements.

## Construction

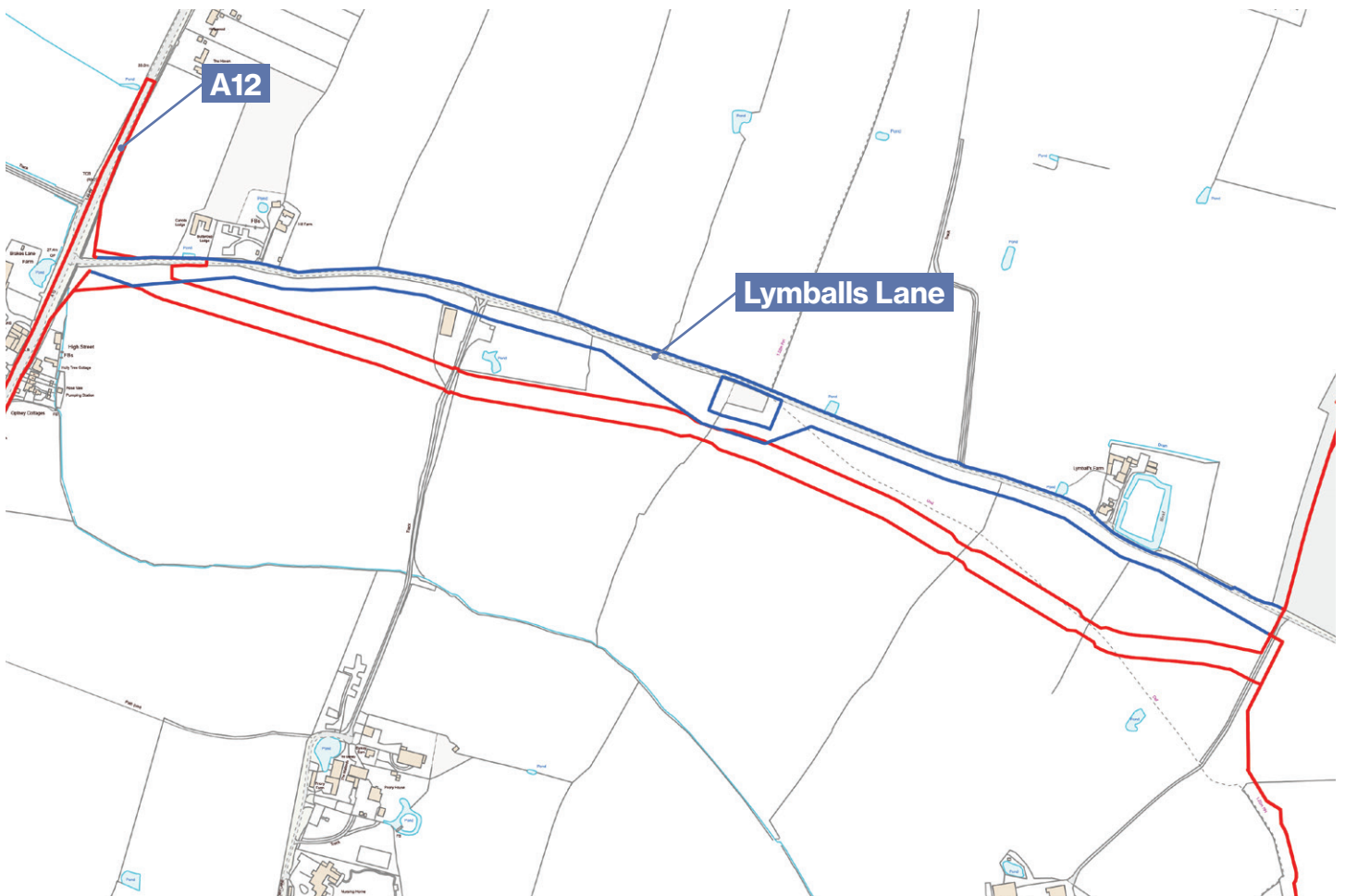
The haul road would provide construction access from the A12 to the primary cable compound south of Lymballs Lane, allowing construction vehicles to move north towards Walberswick and south towards the trenchless crossing near Westleton. This would help reduce reliance on less suitable local roads.

Lymballs Lane itself was considered as an access route, but has not been taken forward due to its condition, limited width, and nearby environmental and heritage constraints.

Construction traffic using the haul road would be managed through the project's Construction Traffic Management Plan (CTMP). This would be developed with Suffolk County Council and will be set out in the project's construction control documents.

Q2: Please tell us your views on our proposed changes at Lymballs Lane.

Details of how to share your views are provided in the 'How to have your say' section at the end of this brochure.



## Key

Proposed Draft Order Limits

Current Draft Order Limits

## Proposed changes at Benhall Railway Bridge

### Proposals

We are proposing to update the Draft Order Limits at Benhall Railway Bridge. Benhall Railway Bridge carries the B1121 over the East Suffolk railway line. This route is expected to be used by construction traffic travelling to the converter station site.

The bridge currently has a 46-tonne weight restriction. This is suitable for most construction vehicles, but not for a small number of very large or heavy deliveries, such as converter transformers and some specialist construction plant.

We are therefore including land within the highway boundary around Benhall Railway Bridge within the updated Draft Order Limits. This would allow us to carry out works if needed to enable these large or heavy deliveries to safely cross the bridge.

The map opposite shows the proposed changes to the Draft Order Limits. You can also view the proposed change on our online interactive map which you can find through our consultation webpage.

### Why are we proposing this change?

It is important that the access points we use are able to facilitate the delivery of key equipment and materials to the proposed converter station.

Sea Link, a proposed electricity link from Suffolk to Kent being developed in this area by National Grid Electricity Transmission, is also proposing to include Benhall Railway Bridge within its Order Limits as its construction access proposals may require works at the bridge. We are continuing to coordinate with Sea Link and other relevant parties to understand how these works could support both projects and help manage construction traffic in the area.

A survey on the railway bridge has been commissioned for summer 2026, the results of which will help inform whether amendments may be needed to the bridge to carry out their deliveries. LionLink therefore still needs flexibility to carry out works at Benhall Railway Bridge should it be necessary.

Options being considered include:

- temporary bridge support
- improving the capacity of the existing bridge
- using alternative large or heavy delivery routes

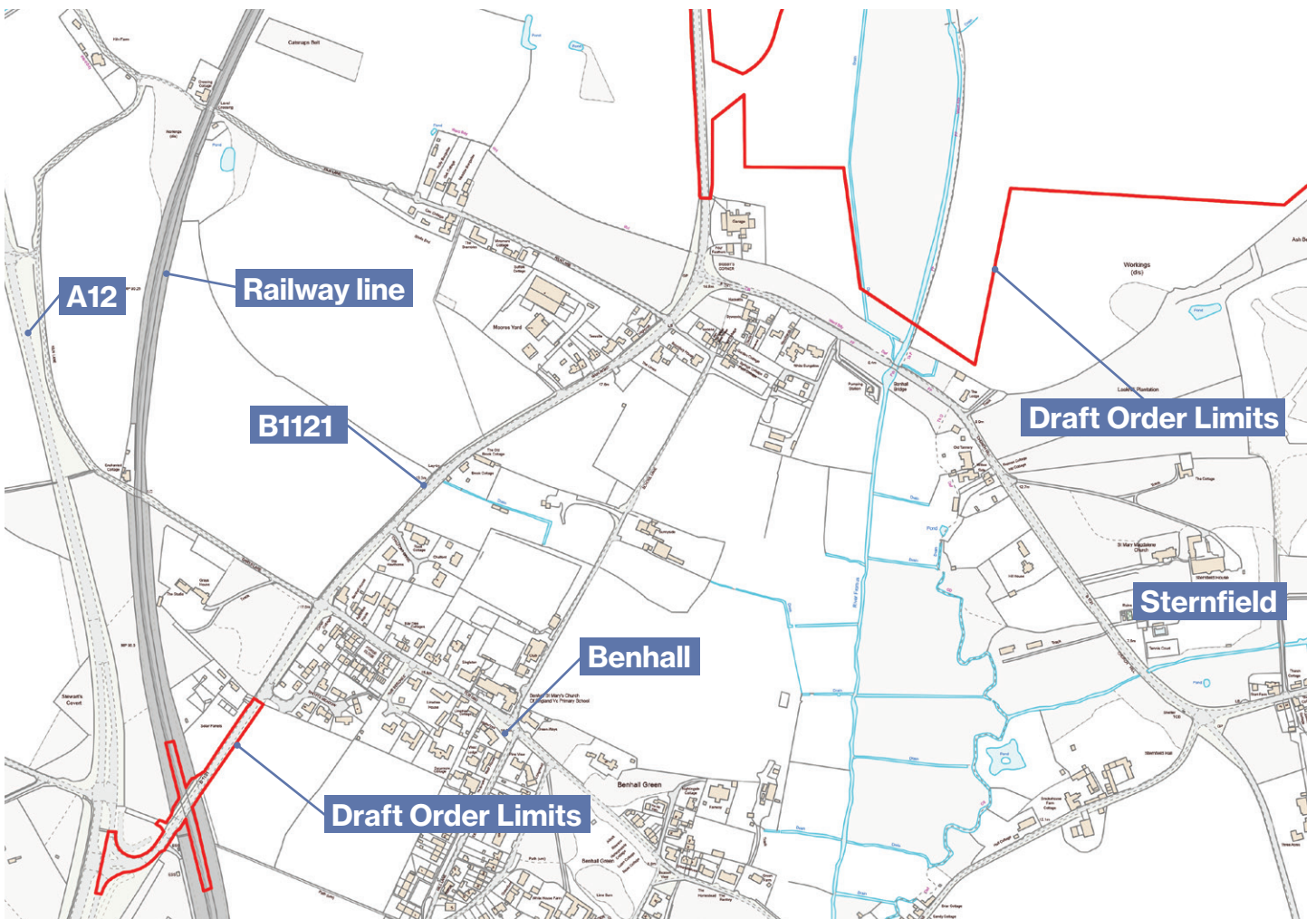
Any works would depend on the final option selected. They could include temporary traffic management, short-term road closures, temporary working areas, bridge strengthening, or temporary bridge equipment. These works would be carefully planned to minimise disruption to nearby residents, road users, rail infrastructure and the local environment. Local communities would be given advance notification of road closures and any associated diversion routes.

Our EIC Report, available as part of this consultation on our project website, considers the different options for the bridge and their potential impacts.

Further survey work, technical design and engagement with Sea Link, Suffolk County Council, Network Rail and other relevant parties will inform the final approach.

Q3: Please tell us your views on our proposed changes at Benhall Railway Bridge.

Details of how to share your views are provided in the 'How to have your say' section at the end of this brochure.



## Key

-  Land included in proposed Draft Order Limits

# Refinements to project access points and Draft Order Limits

## Proposals

In addition to the proposed location-specific changes presented in previous sections, we are proposing a coordinated set of refinements to the Draft Order Limits around specific access points along the wider project route.

These refinements serve a range of purposes. Some provide additional space for better access and better visibility at junctions. Some allow large construction vehicles to pass through constrained bends or junctions. Others provide space for temporary protective measures, such as matting, or for environmental measures such as planting and habitat creation.

Q4: Please tell us your views on our proposed changes to the access points at the listed locations. Please state which of the changes your comments apply to.

Details of how to share your views are provided in the 'How to have your say' section at the end of this brochure.

The main proposed refinements are at the following locations:

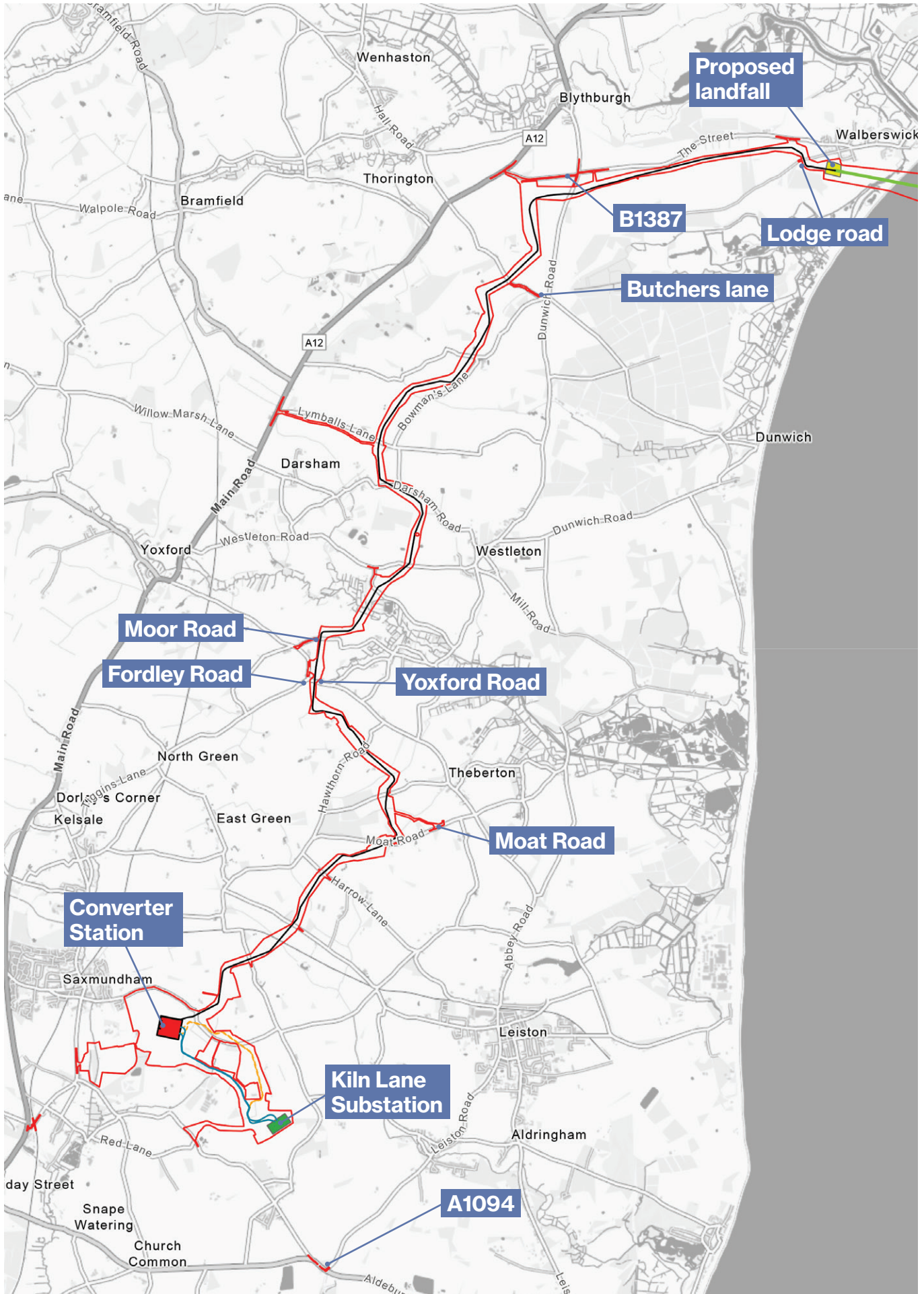
- A1094 – additional space for large construction vehicles to pass
- Moat Road – additional space to support access and visibility at the junction
- Fordley Road – refinement to the HDD alignment in this area
- Yoxford Road – additional space to support access and visibility
- Moor Road – additional space to allow protective measures, such as temporary matting, for large or heavy vehicle movements
- B1387 – additional space for large or heavy construction vehicles and junction visibility
- Lodge Road – additional space for junction visibility and planting
- Butchers Lane – additional space for planting

The map opposite shows the proposed access points and associated Draft Order Limits refinements. You can also view these locations in more detail on our online interactive map which you can find through our consultation webpage.

## Why have we made these changes?

Since statutory consultation, we have continued to test how construction access would work in practice across the route. This has identified that a number of small technical changes are needed to support the delivery of the project during construction.

Making these refinements now would help ensure the project has the right land and access arrangements in place before construction starts. The final approach at each location would be confirmed through detailed design. Where land is only needed temporarily, it would be reinstated once construction is complete.



## Wider updates

In addition to the proposals set out above that we are seeking your feedback on, we are also confirming the following updates to our scheme. These are set out here for information only and do not form part of this targeted consultation.

### Refinement of the underground HVDC cable route corridor

At statutory consultation, we presented two options for part of the underground High Voltage Direct Current (HVDC) cable route between Saxmundham Road and Middleton Moor (eastern route and western route). Since statutory consultation, ongoing design and technical assessments have identified that the western route is the preferred option to take forward. This would allow LionLink to install its cables within its own route corridor, providing greater flexibility during construction and greater certainty over how this section of the route would be delivered.

From an environmental perspective, the western route is preferred because it would reduce the amount of existing vegetation and habitat that could be affected. Compared with the eastern route, it would help avoid the loss of habitats, including woodland habitat, trees within hedgerows and grassland areas. This would help preserve local ecology and landscape features and reduce the overall scale of environmental effects.

We therefore intend to take forward the western route option for this section of the underground HVDC cable route.

The updated map of the project route is shown on **page 9** of this brochure. You can also view the route in more detail on our online interactive map which you can find through our consultation webpage.



## Updated construction working hours

We also intend to update the project-wide construction working hours. At statutory consultation, the proposed construction working hours were:

- **7am to 7pm Monday to Friday**
- **7am to 5pm on Saturdays, Sundays and bank holidays**

Following further technical work and feedback received during consultation, we are now proposing to reduce these hours. The updated construction working hours would be:

- **7am to 7pm Monday to Friday**
- **7am to 1pm on Saturdays**

Routine Sunday and bank holidays would no longer be proposed.

Construction at the Walberswick landfall is expected to last around 20 months and would not happen continuously throughout this full period, as works would be phased and activity levels would vary over time.

There would still need to be some limited exceptions. Some activities cannot be paused once underway and may need to continue outside the proposed working hours. This includes certain works at the landfall, such as drilling, duct pulling and cable pulling, as well as other activities such as dewatering. In most cases, continuous 24-hour construction activity at the landfall would be limited to up to 10 consecutive days per drill. Sunday and bank holidays would be limited to testing and commissioning during the final six months of the project, unless otherwise agreed with relevant authorities.

Other exceptions, such as emergency works or very large deliveries, would only take place when needed and would be managed through the project's Construction Traffic Management Plan (CTMP).

These changes have been considered in line with the overall construction programme and phasing for LionLink to achieve the target operational date, including alignment with Dutch components. This will be assessed and reported as part of the Environmental Statement.



# How to have your say

**Our targeted consultation will run for a period of four weeks between Tuesday 7 July and Wednesday 5 August 2026.**

During this period, we look forward to receiving your views on the following proposed changes. Your feedback will help inform our final proposals.

The targeted consultation presents and seeks feedback on the following proposals and considerations:

- Siting of the landfall, at Walberswick
- Construction area at Lymballs Lane
- Construction area at Benhall Railway Bridge
- Changes to project access points and Draft Order Limits

## Consultation documents:

- **Maps** of the proposals shared at statutory consultation which also show the proposed changes
- **Interactive map** to show a higher level of detail on our proposed changes
- **Environmental Implications of Change (EIC) Report** - an addendum to the PEIR shared at statutory consultation, setting out any changes in the environmental impacts of our updated proposals for targeted consultation
- **Consultation brochure (this document)** outlining the context for our targeted consultation and the proposed changes

**These consultation documents are available to view on our website and at our deposit locations listed below. The interactive map is available on our website only and is not available at the deposit locations.**

## Deposit locations:

- Southwold Library, Old Hospital Hub, Field Stile Road, Southwold, IP18 6LD
- Saxmundham Library, Block B, Street Farm Road, Saxmundham, IP17 1AL

## Join our webinar

The project team will be presenting our proposals and taking your questions through an online webinar on **Tuesday 21 July at 6–7.30pm**. You can register to attend via our website. The webinar will include a British Sign Language interpreter.

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

Please clearly state which of our four consultation questions your comments apply to.

Responses sent by email must be received by 11.59pm on Wednesday 5 August 2026, the closing date of this targeted consultation.

Postal responses sent by Freepost will be accepted until Tuesday 11 August 2026 to allow time for delivery.

**Email us:**

Please send your comments to **[info@lionlink.nationalgrid.com](mailto:info@lionlink.nationalgrid.com)**

**Write to us:**

Please send your comments using our Freepost address: **Freepost NGV LIONLINK**



# What happens next

**Following the close of the targeted consultation on 5 August 2026, all feedback received as part of this consultation will be carefully considered as we finalise our proposals and prepare our application for development consent.**

As the project progresses, we will continue to engage with local communities, stakeholders and statutory consultees.

Subject to ongoing assessment and development work, we now expect to submit an application for development consent in the first half of 2027.

Once the application has been submitted, PINS would then examine the application.

Updates on the project and future opportunities to engage will continue to be published on the LionLink website [nationalgrid.com/lionlink](https://nationalgrid.com/lionlink)

**October – December 2022**

**Non statutory consultation**

**Environmental Impact Assessment and Environmental Statement finalised**

**First half of 2027**

**DCO application submission**





**Project timeline**

The timeline above shows the key stages in the development of the LionLink proposals, dependent on development consent being granted.

# Data privacy statement

National Grid is committed to protecting your personal information.

When you provide such information, we are legally obliged to use it in line with all applicable laws concerning the protection of personal data, including the UK General Data Protection Regulation (UK GDPR).

We will use the personal data collected via this consultation for the following purposes:

- To produce a Consultation Feedback Report based on our analysis of responses (personally identifiable information will not be used in the report, although extracts of individual feedback responses may be published)
- To keep up-to-date records of our communications with individuals and organisations

Any personal information you provide in your response will be handled and used by (or shared with) the following recipients, to help record, analyse and report on the feedback we receive:

- Other National Grid Group companies
- The Planning Inspectorate (who will review our application for consent to build the project – any details published as part of this process will be managed in accordance with PINS procedural rules)
- The Secretary of State (who will make the decision on our application)
- Our legal advisers

- Consultants working on behalf of National Grid
- Land Agents working on behalf of National Grid

If your feedback as part of this consultation relates to other National Grid projects, it may also be considered as indirect feedback for those projects.

## Artificial Intelligence (AI) usage

To help us analyse and categorise the responses to this consultation more efficiently, we may be using Artificial Intelligence (AI) tools to identify common themes and group similar responses. These tools support our team but do not replace human judgement – all responses received and AI findings are reviewed by our analysts.

Your information will be treated confidentially. We will not share your personal data with third parties. The AI tools will not make decisions about individuals and your feedback will not be excluded or downgraded due to the use of automation.

If you have any queries about how AI is used in this consultation, please contact us at [info@lionlink.nationalgrid.com](mailto:info@lionlink.nationalgrid.com) or call 0800 083 1787.

## What are my rights over my personal data?

Under the terms of the UK GDPR, you have certain rights over how your personal data is stored and used by National Grid. For more information, please see our full data privacy statement: [nationalgrid.com/privacy-policy](https://nationalgrid.com/privacy-policy)

Scan here to  
visit our website



**National Grid Lion Link Limited**

Company number 14722364

1-3 Strand

London

WC2N-5EH

United Kingdom

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