



LionLink

Statutory Consultation Summary Report

July 2026

LIONLINK

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Overview

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 part of the NGV portfolio, 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.

About this document

This document provides a summary of the feedback received during our statutory consultation and highlights the issues that matter the most to those that provided their response.

It is intended as a high-level summary and does not include a full account of all feedback received. A comprehensive Consultation Report, including detailed responses and a full explanation of how feedback has influenced the final proposals, will be submitted as part of our application for development consent.

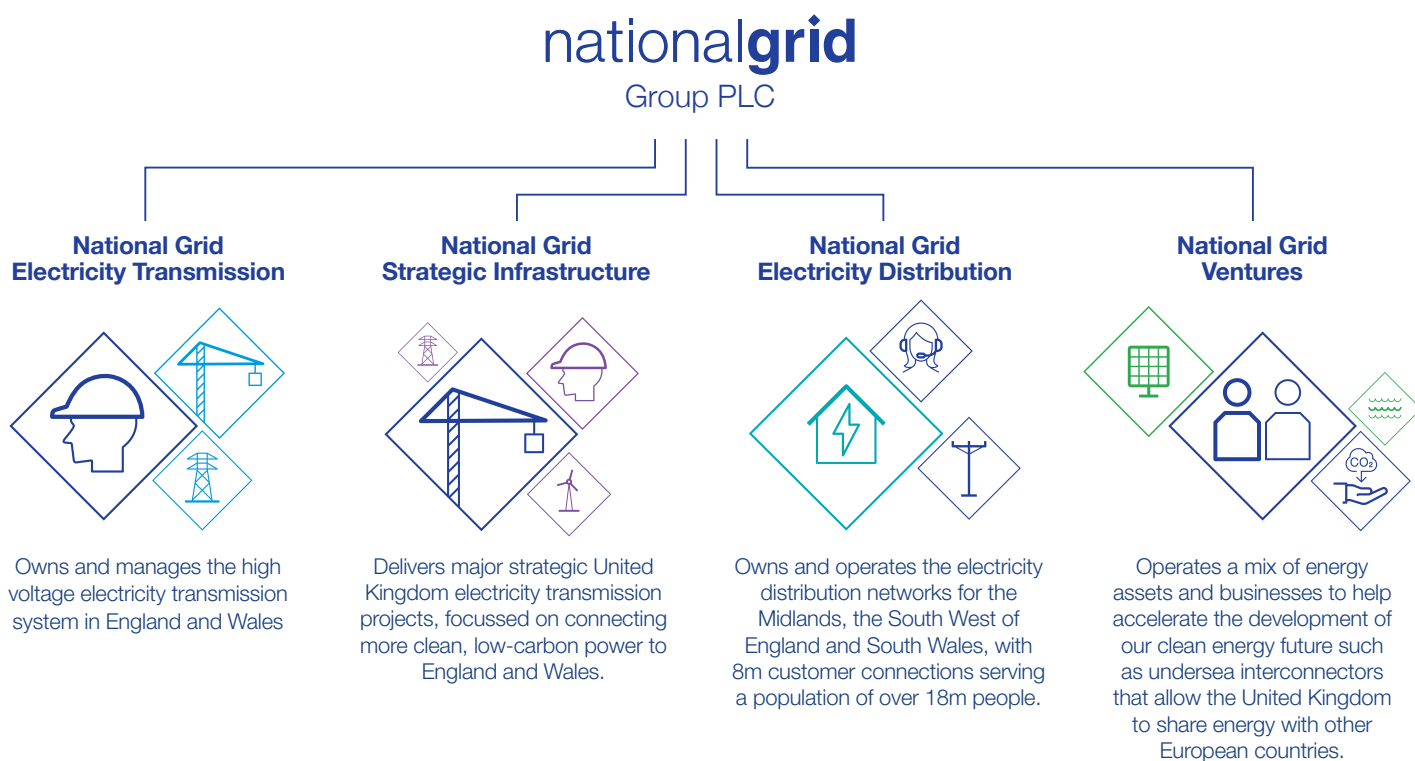
This report focuses on:

- How we engaged
- The key themes raised
- How we are responding

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 wind farm, 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 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

Summary of statutory consultation

Ahead of our statutory consultation, we worked closely with local communities, stakeholders and statutory bodies 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.

Response to statutory consultation in numbers

In total:



894
feedback responses
were received from local
communities, stakeholders
and statutory bodies



541 people
attended our in-person
community events



145 people
attended our online
community webinars



7,071
visits to our project website



What happens next?

We have reviewed feedback received during our statutory consultation. We have identified opportunities to refine our proposals in line with feedback through some proposed localised changes. These changes include an alternative landfall in Walberswick and technical refinements to our land requirements (as defined by our Draft Order Limits) to enable us to deliver temporary construction works and access routes.

As is typical with infrastructure projects, we are holding a **targeted consultation** on these proposed changes. The targeted consultation is taking place from **Tuesday 7 July to Wednesday 5 August 2026**.

The consultation only seeks feedback on changes we have made to our proposals since our statutory consultation.

Therefore, it is focused on those most directly impacted by the proposed changes and these stakeholders will be notified in advance.

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





The proposed changes include:

- 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

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 existing infrastructure.

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 in our targeted consultation brochure, available on our project website.

Statutory consultation findings

We received feedback from local residents, statutory consultees, landowners, businesses and community groups. We have carefully reviewed and analysed all feedback to help shape our application for development consent.

The main themes identified are summarised below, together with our initial responses. A full Consultation Report will be submitted with our application. This will include a summary of all feedback received, our responses to the issues raised and details of how feedback has influenced the development of the project.

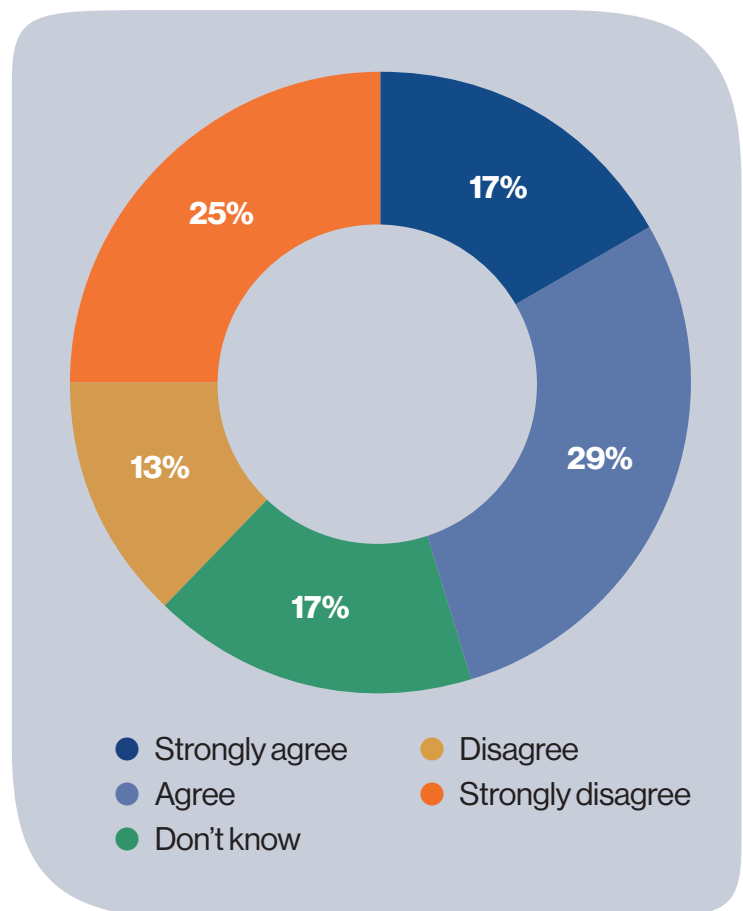
We currently expect to submit our application in the first half of 2027. This allows time for feedback from the targeted consultation to be reviewed and considered as we refine the final design.

Your feedback and key themes

This section summarises the results of the two multiple-choice questions included in our consultation feedback form. Some key themes raised through the open questions, along with our initial responses, are set out in the section that follows.

To what extent do you agree that LionLink is needed to strengthen energy security?

Overall, **nearly half of respondents either agreed or strongly agreed** that the infrastructure proposed as part of LionLink is needed to help strengthen Great Britain's energy security, with just over a third of respondents disagreeing with the statement.





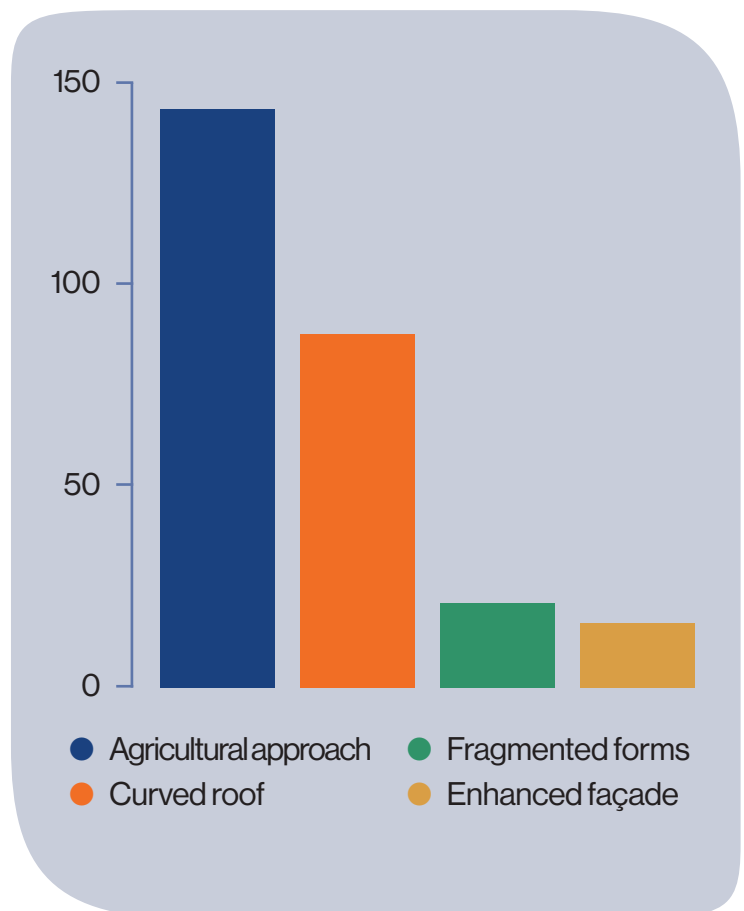
Viking Link converter station, delivered by NGV

Which of the following design approaches would you like us to explore further in the next phase of design?

This question asked for views on four possible design approaches for the external appearance of the proposed converter station east of Saxmundham.

Respondents could select more than one option. **The “Agricultural” design approach was the most popular choice, selected by 54% of respondents.**

The “Curved Roof” design approach was the second most popular, chosen by 33% of respondents.



Key themes

As part of our analysis of all feedback received, including online and hardcopy feedback forms, email responses, letter responses and submissions via our online consultation portal, we have identified a number of recurring themes.

These included:

- Alternative landfill locations
- Impact of construction on local residents
- Cumulative impact of projects in the area
- Visual impact of the converter station
- Traffic and access impacts
- Impacts on tourism and the local economy
- Environmental impacts

We received positive feedback on how the consultation was delivered. This included comments on the level of detail provided in the consultation materials and the range of opportunities available for people to share their views.

Feedback also highlighted the importance of keeping local communities, elected representatives and other stakeholders informed as the project develops and, if consent is granted, throughout construction.



We have carefully considered the feedback received and are continuing to use it to help shape the project. The summaries below explain how we are responding to the suggestions and concerns raised as we refine our proposals for LionLink.

What you told us

Our response

Alternative landfall suggestions

People suggested that other locations along the Suffolk coast should be considered for the landfall site. Some felt alternative locations could reduce environmental impacts and disruption to local communities. Suggested locations included Aldeburgh, Sizewell and the Isle of Grain.

Walberswick remains our preferred landfall location following an extensive options assessment that considered a range of sites along the Suffolk coast, in line with the siting recommendation made by the National System Operator (NESO).

Compared with other locations, Walberswick provides a shorter onshore cable route and avoids a number of offshore, heritage, technical and coastal erosion constraints identified elsewhere, including at Aldeburgh and Dunwich.

Following consultation feedback and ongoing environmental and technical assessments, we have identified an alternative landfall location at Walberswick, known as G3.

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

As a result, temporary construction impacts such as noise, lighting, traffic and changes to views are expected to be reduced. The greater distance means construction equipment, temporary lighting and vehicle movements would be further from local communities and visitors, helping to reduce impacts on local views and the character of the surrounding landscape during construction.

Environmental assessments are ongoing and will be reported in full in the Environmental Statement submitted as part of our application for development consent.

Key themes

What you told us

Impact of construction on local residents

People raised concerns about construction impacts, particularly noise, lighting and disruption near homes. Concerns were also raised about haul roads and construction traffic close to residential areas.

Our response

We recognise the concerns raised about construction impacts and the need to manage these carefully. We are proposing a range of measures to reduce noise, vibration and lighting impacts during construction. This would include applying best practicable means to reduce noise at source, carefully locating construction equipment and designing lighting to reduce light spill.

Full details of these measures will be set out in the Environmental Statement and the Outline Code of Construction Practice, which will be secured through the DCO. This will explain how we would manage construction impacts throughout the project.

The use of haul roads is intended to keep construction vehicles off local roads wherever possible. Following feedback received during statutory consultation, we have updated our Draft Order Limits at locations along the route to allow some haul roads, including at Lymballs Lane, to be moved further away from nearby communities.

We have also reduced our proposed project-wide working hours. These are now proposed to be 7am to 7pm Monday to Friday and 7am to 1pm on Saturdays. Working on Sundays and Bank Holidays would be limited to testing and commissioning during the final six months of the project, unless otherwise agreed by the relevant authority.

Construction traffic will be planned and managed to reduce disruption as far as possible. We will develop a Construction Traffic Management Plan (CTMP), which will be agreed with the relevant authority and will set out measures to manage vehicle movements, access routes and associated impacts such as noise and disturbance.

What you told us

Our response

Coordination and cumulative impact

People highlighted the need for developers to work together to reduce cumulative impacts on local communities and the environment.

We are continuing to work closely with other developers in the area, including Sea Link, to identify opportunities to coordinate and reduce cumulative impacts on local communities and the environment.

As part of this, we are progressing plans to co-locate certain infrastructure with Sea Link where appropriate. This includes a shared converter station site, access arrangements and a potential shared onshore High Voltage Alternating Current (HVAC) cable corridor. This approach is intended to reduce the overall infrastructure footprint and limit disruption where possible.

We are also engaging with relevant stakeholders to help manage construction traffic and reduce pressure on local roads. Opportunities for coordination will continue to be explored and developed as the project progresses, as well as throughout the operation of the project, if consented.



Key themes

What you told us

Visual impact of the proposed converter station

Some people were concerned about the size and appearance of the proposed converter station and its potential impact on the surrounding landscape and rural character of the area.

Respondents mentioned the height and scale of the proposed converter station and their concern that this would have an impact on the natural landscape and would not fit the agricultural character of the area.

Our response

We recognise concerns about the size and appearance of the proposed converter station and the potential impact on the surrounding landscape.

Since our statutory consultation, we have continued to develop the design of the converter station, taking account of consultation feedback alongside technical, environmental and operational requirements. The building would be positioned as low as reasonably practicable within the site, and the final design would seek to reduce visual impacts where possible.

As part of the consultation, we sought views on four potential design approaches for the external appearance of the converter station. Feedback showed the strongest support for the “Agricultural” and “Curved Roof” design approaches. We are therefore continuing to develop these options as part of the design process.

Landscape mitigation, including earthworks, additional tree planting and other landscaping measures, is also being considered to help integrate the converter station into the surrounding landscape and reduce its visibility from nearby viewpoints.

A Design Approach Document will be submitted as part of our application for development consent. This will set out the design principles that would guide the final appearance of the converter station.

What you told us

Our response

Traffic and access

People raised concerns about construction traffic, potential disruption on local roads and access arrangements around Walberswick.

We are proposing temporary haul roads along the proposed project route, where appropriate, to help reduce traffic on local roads and improve safety. This would help keep more construction vehicles within the construction site and off the local road network.

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 needed for utility connections to the B1387.

Construction access would instead be provided primarily via the proposed temporary haul road from the B1387. This would reduce the number of construction vehicles using the local road network and help minimise disruption for residents and other road users.

In some locations, such as the proposed landfall, we would use trenchless construction techniques to install cables underground without the need for open trenching. One example is Horizontal Directional Drilling (HDD), which helps minimise surface disruption and environmental impacts, particularly in sensitive areas or where features such as roads, railways or watercourses need to be crossed. By avoiding the need for extensive surface excavation, HDD can also help reduce construction activity on local roads, limiting traffic disruption and reducing the impact on local communities during construction.

As part of our application for development consent, we will be producing a CTMP which will outline our plans to minimise the impacts of construction on local roads and road users. Assessments of construction traffic impacts are being developed in consultation with Suffolk County Council.

Key themes

What you told us

Tourism and local economy

Some people were concerned about the potential impact of construction on tourism and the local economy, particularly in Walberswick and surrounding coastal communities.

Respondents outlined their concerns that a five-year construction timeline could reduce tourism on the Suffolk coast.

Our response

We recognise the importance of tourism to Walberswick, the Suffolk coast and the wider local economy.

We will be producing a Socio-economics, Recreation and Tourism chapter as part of the Environmental Statement, that will be submitted as part of our final application for development consent. This assessment follows the methodology set out in the Preliminary Environmental Information Report (PEIR).

This assessment will consider the potential effects of the project on the local economy, including impacts on tourism, recreation and local businesses during construction and operation. It will also set out any proposed mitigation measures to reduce or manage these effects, where appropriate.

Example of removed haul road with land reinstated



What you told us

Environmental impacts

While some respondents expressed broad support for the principle of increasing energy security, many felt that the expected environmental impact was too great for the project.

Many respondents expressed concerns around the potential environmental impact of the project on the Suffolk coast, citing concerns around disruptions to wildlife habitats, marine environments, ecosystems and agricultural land.

At Walberswick, concerns were also raised around increased coastal erosion and flooding risks.

Our response

Consultation feedback and ongoing assessments have informed a number of proposed changes to the project, including the identification of the alternative G3 landfall location. Environmental assessments indicate that this location could reduce impacts on habitats and species, as well as impacts associated with the previous landfall access arrangements.

A siting and routeing process is being undertaken as part of our proposals, building on the Options, Siting and Routeing Report included within our documents presented at statutory consultation.

Reducing impacts to the local environment is a core priority for the project, which is why our proposals have actively pursued opportunities for environmental mitigation and enhancement.

An area of opportunity is biodiversity enhancement, whereby we are committed to delivering a minimum of 10% improvement in biodiversity.

Our plans for mitigation and enhancement will be outlined within the Environmental Statement, which will be submitted alongside our application for development consent.



Key themes

What you told us

Community benefit

Feedback from respondents on how LionLink can deliver community benefit provided a range of different ideas for local initiatives we can support.

Recurring themes related to using the funding to support sports and recreational facilities, local education provisions, upgrades to the public realm and enhancing local green spaces.

Some respondents also felt that the level of funding proposed for LionLink was not proportionate to the scale of the project and should be increased.

Respondents also suggested that the amount of funding available needed to be made clearer and that any community benefit proposed for the project should be shaped through local consultation.

Our response

We appreciate the suggestions received on how LionLink can deliver benefits to local communities through its proposed community benefit funding package. This feedback will help inform our approach and shape further engagement with communities and local businesses.

Our approach to community benefit funding is guided by the Government's Community Benefit Framework, published in March 2025. This framework sets out which infrastructure projects should provide community benefit funding and the expected level of support. In line with this guidance, we are proposing a community benefit package for LionLink that reflects the recommended allocation of £530,000 for projects that include a converter station.

We recognise the importance of delivering proportionate benefits to communities affected by our work and understand that those living closest to LionLink are best placed to help determine what this should look like.

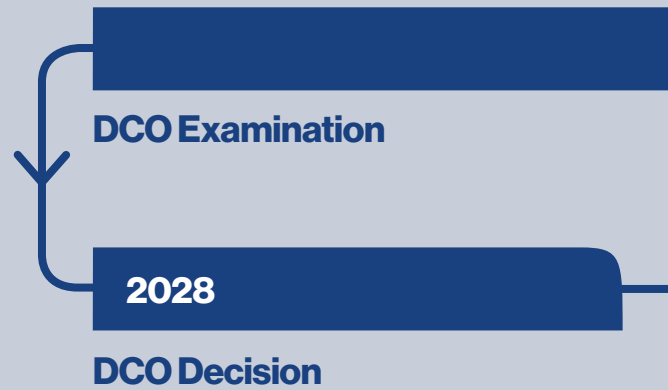


Conclusion

Thank you to everyone who took the time to participate in our statutory consultation and share their views on the LionLink proposals.

As outlined on **pages 8 and 9** of this report, we are proposing a number of localised changes to the project and are carrying out a targeted consultation on these proposals **from 7 July to 5 August 2026**.

You can find more information about the proposed changes, who we are consulting, and how to provide feedback in the targeted consultation brochure, available in the document library on our project website.



Our full Consultation Report, including all feedback received, will be submitted with our application for development consent, which we currently expect to submit in the first half of 2027.

We expect a decision on the application in 2028. If consent is granted, construction could begin later that year, with LionLink expected to become operational in 2032, as shown in the timeline below.

Summer 2026

**Targeted consultation
We are here**

2027

DCO application submission

**Environmental Impact
Assessment and Environmental
Statement finalised**

2028 – 2032

2032

Construction

Operation





National Grid Lion Link Limited

Company number 14722364

1-3 Strand

London

WC2N-5EH

United Kingdom

nationalgrid.com/lionlink



**Scan here to
visit our website**

