



Environmental Implications of Change Report

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lionlink!

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1 Introduction

1.1 Introduction

1.1.1 This Environmental Implications of Change (EIC) Report has been prepared on behalf of National Grid Lion Link Limited (NGLLL) (hereafter referred to as ‘the Applicant’). This report provides supplementary preliminary environmental information to inform Targeted Consultation in July 2026 for the proposed LionLink Scheme (‘the Proposed Scheme’) and follows statutory consultation on the Preliminary Environmental Information Report (‘**2026 PEIR**’) (Ref 1) published in January 2026.

1.1.2 This supplementary report has been produced following changes to the Proposed Scheme, and to present preliminary findings as to whether these changes would lead to new or different likely significant effects compared to those identified in the **2026 PEIR**.

1.2 Project overview

1.2.1 The Project comprises a new interconnector with a capacity of up to 2.0 gigawatts (GW) between the National Transmission Systems of Great Britain (GB) and the Netherlands, including a connection into a wind farm located in Dutch waters. A NSI combines interconnection with the transmission of offshore wind generation outside of GB territorial waters, whereas an Offshore Hybrid Asset (OHA) combines interconnection with the transmission of offshore wind generation within GB territorial waters.

1.2.2 The Project is located partly in the territory of GB and partly in the territory of the Netherlands. This EIC has been prepared for the portion of the Project within the territory of GB only, which is the subject of the application for development consent.

1.2.3 The Project will be the second interconnector between GB and the Netherlands, the first being the existing BritNed interconnector, which has been operational from 2011.

1.2.4 The GB portion of the Project, termed ‘the Proposed Scheme’, comprises the following key components:

- a. Extension to Kiln Lane Substation located to the north of Friston;
- b. Proposed Underground High Voltage Alternating Current Cables between the proposed Converter Station in Suffolk and Kiln Lane Substation north of Friston;
- c. Proposed Converter Station in Suffolk, east of Saxmundham;
- d. Proposed Underground High Voltage Direct Current (HVDC) Cables between the proposed Converter Station in Suffolk, and a proposed Landfall Site at Walberswick; and

- e. Submarine electricity cables from a proposed Landfall Site at Walberswick at the mean high-water mark at the UK coast to the edge of the UK Exclusive Economic Zone (EEZ).

1.3 Background

Preliminary Environmental Information Report (PEIR)

- 1.3.1 In January 2026, LionLink published the **2026 PEIR** in line with the requirements of Regulation 12 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (hereafter referred to as the ‘EIA Regulations 2017’) (Ref 2). The EIA Regulations 2017 requires the Applicant to consult on “*preliminary environmental information*” (where the proposed development is an “*EIA development*”), which is information that is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development.
- 1.3.2 The PEIR sets out the preliminary environmental information and assessment findings of the EIA based on the available information at the time of publication.
- 1.3.3 A PEIR Addendum Note (Ref 3) was also published in January 2026, following changes to legislation, policy and guidance that occurred after the production of the **2026 PEIR**.

Statutory Consultation

- 1.3.4 The Statutory Consultation for the Proposed Scheme was undertaken in accordance with the requirements of the Planning Act 2008 (Ref 4) and associated regulations. The consultation was held over an eight-week period between 13 January and 10 March 2026 and sought feedback on the Proposed Scheme, including the onshore and offshore infrastructure, construction approach and anticipated environmental effects, to inform the ongoing development of the Proposed Scheme prior to submission of an application for development consent.
- 1.3.5 The Statutory Consultation included a programme of engagement activities designed to support participation by local communities, stakeholders and statutory bodies. This comprised a series of public exhibitions, online webinars and the publication of consultation materials, including technical reports and environmental information, which were made available through an online document library and at local deposit locations. Multiple channels were provided for the submission of responses, including online and paper feedback forms, email and post.
- 1.3.6 Feedback received during the Statutory Consultation period has been reviewed alongside ongoing technical, environmental and planning assessments. The responses informed decision-making on key aspects of the Proposed Scheme and contributed to the identification of opportunities to refine the design. This process directly influenced subsequent design development and led to the identification of a limited number of localised changes that are the subject of the

Targeted Consultation. As part of the application for development consent, a Consultation Report will be prepared and submitted, setting out how the Statutory Consultation was undertaken, summarising the feedback received, and explaining how that feedback has been taken into account in the development of the design.

Environmental Implications of Change (EIC)

- 1.3.7 Following Statutory Consultation, the review of feedback received from local communities, stakeholders and statutory consultees is ongoing. This feedback is being considered alongside ongoing design, technical and environmental work for the Proposed Scheme. Through this, opportunities have been identified to refine the design of the Proposed Onshore Scheme through localised changes. These changes are described in **Section 2** and reflect the ongoing refinement of the design.
- 1.3.8 All changes to design which are presented as part of this Targeted Consultation are proposed to take place onshore. No offshore design changes have been identified. Therefore, the Proposed Offshore Scheme components and assessment topics are not discussed further within this EIC.
- 1.3.9 This document provides a preliminary assessment of localised changes under consideration to the Proposed Onshore Scheme to determine if there are new or different likely significant environmental effects arising. Further details on the approach to this EIC are set out in **Section 3**.
- 1.3.10 Findings of this EIC review are provided in **Section 4**.

Targeted Consultation

- 1.3.11 The purpose of the Targeted Consultation is to seek feedback on a limited number of proposed localised changes to the Proposed Scheme that have been identified following the Statutory Consultation.
- 1.3.12 Through the Targeted Consultation, affected communities, stakeholders and statutory bodies are being given the opportunity to review and comment specifically on these proposed changes, rather than revisiting the Proposed Scheme as a whole. Feedback received will be taken into account in the further refinement of the design prior to submission of the application for development consent, helping to ensure that the evolving design continues to respond proportionately to consultation feedback and emerging technical evidence.
- 1.3.13 Delivery of the Targeted Consultation is being undertaken through engagement activities designed to support participation by those most directly affected by the proposed changes. This includes an online webinar and the provision of consultation materials through an online document library and local deposit locations. In addition, letters are being issued directly to affected individuals and communities, including provision of the **Targeted Consultation Brochure** (Ref 5), to ensure that those most likely to be impacted are informed of the consultation and how to participate. Opportunities to respond are provided through multiple channels, including email and post, to ensure that comments can be submitted in an accessible manner.

2 Proposed localised changes

2.1 Overview

2.1.1 This section describes localised changes to the design of the Proposed Onshore Scheme which was presented as part of Statutory Consultation in 2026 and assessed in the **2026 PEIR**. These design changes are also outlined in the **Targeted Consultation Brochure** (Ref 5) and shown in **Appendix A: Figures**.

2.1.2 The proposed design changes have been identified due to the continuing technical evolution of the design and in response to design feedback provided during Statutory Consultation. They comprise:

- a. a change to proposed Landfall Site at Walberswick, referred to as site G3;
- b. moving temporary haul road alignment at Lymballs Lane further south;
- c. temporary verge protection at Moor Road;
- d. widening of Moat Road and additional construction access option;
- e. options for works to Benhall Railway Bridge and its inclusion into Draft Order Limits (DOL) to facilitate Abnormal Indivisible Loads (AILs);
- f. reduction of the DOL near Fordley Road;
- g. changes to DOL to accommodate AIL oversail or overrun on the local road network;
- h. expanded visibility splays; and
- i. increased DOL at Lodge Road.

2.2 Proposed Landfall Site (G3)

2.2.1 The **2026 PEIR** assessed a landfall site (previously referred to as G2), located in Manor Feld, Walberswick.

2.2.2 An alternative Proposed Landfall Site at Walberswick has been identified following consideration of consultation feedback and ongoing environmental, technical and planning assessments. This location, referred to as G3, is approximately 450 metres (m) west of the previously identified G2 site and is positioned further from the main village of Walberswick shown in **Appendix A: Figures**.

2.2.3 This design change to G3 would mean no construction works are proposed within Manor Field, and would remove the potential use of Stocks Lane, and certain footpaths, for utilities connections to the B1387 (Lodge Road/The Street). Construction access would continue to be via a temporary haul road from the B1387 as described in the **2026 PEIR**. Therefore, this proposed change to the Landfall Site provides a rationalisation of the DOL to reflect the revised design and reduce the extent of land required.

2.2.4 Horizontal Directional Drilling (HDD) is a trenchless installation method used to minimise surface disturbance, particularly in sensitive areas. This technique was committed to at the G2 Landfall Site and is still proposed to be used with the G3 site. The proposed G3 Landfall Site would require a longer HDD route, however

the location where the HDD emerges offshore on the seabed (also known as the 'punch out') would remain the same. The additional length of HDD, approximately 400 m longer than the previously proposed G2 Landfall Site, remains within achievable technical parameters. The G3 option reduces the length of open trenching required for the proposed Underground HVDC Cable.

- 2.2.5 The revised location of the proposed Landfall Site considered potential impacts to local communities, landscape character and environmental receptors, amongst other factors. Environmental assessments indicate greater separation to sensitive receptors compared with the previously identified site. Trenchless installation beneath the beach would avoid surface excavation at the landfall, consistent with the approach presented in the **2026 PEIR**.
- 2.2.6 Construction at the proposed Landfall Site is anticipated to take approximately 20 months, including site establishment, drilling, cable installation and reinstatement. Some activities would need to be undertaken continuously where it is not practicable to pause operations. This approach to construction remains as it was presented during our Statutory Consultation.

2.3 Lymballs Lane

- 2.3.1 The **2026 PEIR** assessed a haul road that predominantly ran adjacent to the westbound carriageway of Lymballs Lane.
- 2.3.2 Proposed refinements at Lymballs Lane have been identified following further technical assessment and consideration of consultation feedback. These refinements relate to the proposed temporary haul road to connect the A12 to the proposed Underground HVDC Cable Corridor.
- 2.3.3 The revised approach includes a southward adjustment of the haul road alignment (approximately 50 m to 100 m), before tying into Lymballs Lane before the A12 junction. This repositioning increases separation from nearby properties, local road users and access points.
- 2.3.4 The haul road would be temporary, for up to the duration of construction of the proposed Underground HVDC Cable and used to facilitate construction access between the A12 and the primary cable installation areas, enabling vehicle movements along the route while reducing reliance on local roads. Lymballs Lane itself is not proposed to be used for access due to its limited width, condition and environmental constraints.
- 2.3.5 The updated alignment sought to reduce construction impacts on surrounding communities and environmental receptors. Increased distance from residential properties would help to limit temporary impacts such as noise, dust, lighting and visual disturbance. The design has also been developed to reduce ecological effects, including avoiding areas identified with suitable habitat for reptiles and amphibians, and minimising the loss of hedgerows.
- 2.3.6 Consistent with the **2026 PEIR**, construction traffic would be managed through an appropriate traffic management framework. Following completion of construction, the haul road would be removed and the land reinstated to its previous condition, as far as practicable.

2.4 Moor Road

- 2.4.1 The **2026 PEIR** did not include Moor Road in the DOL.
- 2.4.2 A refinement to previous proposals has been identified in the vicinity of Moor Road, Middleton Moor, to facilitate construction access and vehicle movements.
- 2.4.3 The design change includes the western end of Moor Road into the DOL for temporary use of land at the edges of the existing carriageway, including areas of verge which includes Common Land. At this stage, the extent of land identified represents a precautionary envelope, which is larger than the area likely to be required for temporary construction access.
- 2.4.4 The use of areas of verge would facilitate the movement of construction traffic, including AILs, and may include the temporary installation of protective measures. This would likely include:
- For AIL movements (cable drum deliveries), the laying of temporary steel plating to protect the verge will be required. This will likely include three deliveries (six vehicle movements). The coverage would involve up to 1.5 m for a 30 m section at the existing bellmouth to allow left turns from Yoxford Road, and up to 0.75 m either side of Moor Road. The plates would be installed and removed within 24 hours of each delivery.
 - For Heavy Goods Vehicle (HGV) movements, the laying of permeable, temporary matting to protect the verge. These vehicle movements would likely include two periods of 10 working days each (when installing and decommissioning haul roads further to the east and along the cable route). The coverage would involve up to 1.5 m for a 30 m section adjacent to the existing left turn from Yoxford Road, and up to 0.5 m either side of Moor Road for a total distance of up to 150 m.
- 2.4.5 For the assessment, it is assumed that the existing grass verge would be cut to allow for working up to 0.75 m at the location of the temporary plating and matting and would not require the loss of any trees, hedges or private garden vegetation. The grass verge will be cut five days before matting is laid. Total coverage would be less than 200 m² at any time.
- 2.4.6 Moor Road is a designated Quiet Lane and AIL and HGV deliveries would be managed to avoid conflict with general traffic and non-motorised users (general public) on the approximate 350 m length of Moor Road.
- 2.4.7 AIL movements would have access with police escort and using short duration closures (up to 15 minutes).
- 2.4.8 Traffic management for HGVs would be in place to hold general traffic and non-motorist users entering Moor Road to ensure the route is clear to permit HGVs to deliver. HGV deliveries will be scheduled on a timed basis, and if the route is not clear, vehicles will be diverted to an off-site HGV holding facility at the local compound until access becomes available.
- 2.4.9 Peak car and van movements as part of construction traffic using Moor Road are in the order of 12 vehicle movements over a two-hour period (during the highway peak and pre-highway peak hours) for a period of up to 120 working days. These additional car and van movements associated with LionLink construction are

comparable to existing general traffic on Moor Road, and therefore temporary traffic management is not expected to be necessary.

2.5 Moat Road

- 2.5.1 The **2026 PEIR** included a bellmouth access to a proposed haul road at Moat Road.
- 2.5.2 At Moat Road, Theberton, challenging technical construction interfaces with the existing road network and the Sizewell Link Road have been identified which require a change to the proposed access arrangements and temporary working areas. Two potential solutions have been identified and will be subject to further assessment and engagement with relevant stakeholders to define the preferred solution. The DOL has been extended in this area to accommodate these options. The options are described below.

Temporary construction access – Option 1

- 2.5.3 A potential refinement has been identified in the vicinity of Moat Road to facilitate temporary construction access requirements, including coordination with adjacent infrastructure proposals. This option would provide a connection that integrates with the proposed Sizewell Link Road, subject to ongoing discussions with relevant stakeholders. The Sizewell link Road design includes an access road between existing Moat Road and the main alignment of the SLR. The Proposed Scheme would tie into this access road and avoid direct changes to Moat Road.
- 2.5.4 The proposed approach is intended to avoid direct impacts to Moat Road itself, including effects on non-motorised users and roadside vegetation. By utilising the adjacent connection, construction traffic would be diverted away from Moat Road, thereby reducing the need for modification to the existing highway.
- 2.5.5 The extent of land required for this option would be limited, with the design also focused on reducing potential environmental and community impacts. This includes limiting disturbance to existing vegetation and maintaining the character and function of Moat Road.
- 2.5.6 Further design development and stakeholder engagement will be undertaken to confirm the feasibility of this option and to define the detailed land requirements.

Permanent construction access – Option 2

- 2.5.7 In Option 2 the proposed design change at Moat Road would require a permanent widening of the existing carriageway to facilitate access requirements for traffic during the construction phase.
- 2.5.8 The proposed approach would require additional land compared to the design considered at **2026 PEIR** to enable carriageway widening for passing vehicle movements, particularly to accommodate larger construction vehicles. Construction traffic would be concentrated along this stretch of road, including a relatively high number of vehicle movements over a short distance (approximately 200m) during peak construction periods.

- 2.5.9 Under this option, construction traffic would not route to or from the west of Moat Road.
- 2.5.10 The design remains subject to further refinement, including confirmation of the precise extent of works required and the development of appropriate measures to manage traffic and reduce potential impacts during construction.

2.6 Benhall Railway Bridge

- 2.6.1 The **2026 PEIR** recognised that as part of discussions with the Local Highway Authority on transport routing impacts associated with construction and AIL, there was the potential for works that may be required at Benhall Railway Bridge but did not include a preliminary environmental assessment as the detail was not available.
- 2.6.2 The B1121 is one of the main construction routes to the Proposed Scheme. The Benhall Railway Bridge is located on the B1121, crossing the East Suffolk Line, southwest of the village of Benhall. The Benhall Railway Bridge is currently restricted by a 46-tonne weight limit which would constrain construction vehicle movements. The proposed design change is to include the Benhall Railway Bridge into the DOL.
- 2.6.3 Whilst the Benhall Railway Bridge would be suitable for most construction vehicles required to deliver the Proposed Scheme, a limited number of AILs would not be able to use this route due to the bridge weight restriction. These AILs are required for the delivery of key components, including converter transformers, to the proposed Converter Station site.
- 2.6.4 Four options have been identified and are described below. These options represent the potential solutions currently under consideration. The preferred approach will be determined following engagement with relevant authorities, feedback provided as part of targeted consultation, a condition survey of the Benhall Railway Bridge structure, and further consideration of combined use and cumulative impacts associated with Sea Link¹, including construction effects and traffic management requirements.
- 2.6.5 For all options considered, the following assumptions have informed the preliminary assessment:
- Proposals would not require a new compound (storage of materials, etc would be at the proposed compounds as described in the **2026 PEIR** at the proposed Fromus bridge crossing).
 - No loss of existing vegetation would be required.
 - No piling or other large scale noisy activities would be required.
- 2.6.6 The Sea Link project also includes the potential closure of Benhall Railway Bridge within their proposals. The Proposed Scheme and Sea Link potentially impact the same infrastructure, and the construction periods may potentially overlap temporally. As such, this preliminary assessment has considered potential

¹ Sea Link is a project for which an application for development consent was submitted in March 2025 by National Grid Electricity Transmission plc.

cumulative effects from closures of the Benhall Railway Bridge between these two projects (based on the available information from the Sea Link examination).

- 2.6.7 The latest information from Sea Link states that the road closures would be up to nine instances of up to five-day closures over the construction period. To inform the preliminary assessment, a reasonable worst-case assumption has been used that Sea Link construction relating to the Benhall Railway Bridge will last up to two years, commencing one year prior to the Proposed Scheme and up to five closures will be required from Sea Link in the second year (overlapping with the Proposed Scheme for one year).

Temporary Beam Overbridge – Option 1

- 2.6.8 The solution presented as Option 1 is a temporary overbridge. This would involve the installation of a temporary deck structure over the existing bridge formed from steel beams, supported on timber mats positioned behind the existing abutments, with approach ramps constructed at either end. The structure would be installed and removed to a temporary construction compound on the proposed Converter Station site over a series of short-duration closures, estimated to be a seven day closure, with each installation cycle associated with specific AIL movements. It is assumed seven AIL movements would be needed for the delivery of the proposed Converter Station transformers.
- 2.6.9 Assembly, use and disassembly of the temporary overbridge would include repeated short-term road closures over a period of 14 – 16 months during the construction phase of the Proposed Scheme, potentially including extended working hours. This approach would distribute disruption across multiple shorter events rather than a single extended closure.
- 2.6.10 The works would be temporary in nature, with no permanent modification to the existing bridge. Following completion of the relevant construction activities, the structure would be removed and the bridge surface reinstated to its existing condition.
- 2.6.11 To inform the preliminary assessment, the following assumptions have been used:
- All works would be contained within the existing highway boundary (excluding potential oversail over the railway, which would not directly impact the railway).
 - Nightworks (if needed) would be up to 14 instances of two consecutive nights over a 14-16 month period.
 - Road closures would be up to seven instances of up to one-week closures over a 14-16 month period.
 - Rail possession, in agreement with relevant stakeholders, would be used should a crane be required to support the works (but no access to the railway would be needed).
 - Works would require the use of hand tools, generators and lighting (if night works required) and a crane.

Semi-Permanent Overbridge – Option 2

- 2.6.12 Option 2 is a semi-permanent overbridge solution which would involve the construction of a prefabricated panel bridge supported on new foundations, including excavation of the existing carriageway and installation of cast or precast supports. The structure would include approach ramps designed to accommodate general traffic use, potentially with associated traffic management measures such as speed restrictions.
- 2.6.13 Assembly of the semi-permanent overbridge solution would require a temporary closure of up to three and a half weeks. The overbridge would be in place for up to 24 months and allow all traffic movement, likely at a reduced speed limit. Removal of the overbridge would require a temporary road closure of up to three weeks.
- 2.6.14 This approach would consolidate disruption into a smaller number of longer-duration closures, with reduced need for repeated interventions once operational. The works would remain temporary overall.
- 2.6.15 To inform the preliminary assessment, the following assumptions have been used:
- All works would be contained within the existing highway boundary (excluding oversail over the railway, which would not directly impact the railway).
 - Nightworks (if needed) would be up to two periods of up to three and a half weeks and up to three weeks over a 14-24 month period.
 - Road closures would be up to two instances of up to three and a half weeks and up to three weeks over a 14-24 month period.
 - Rail possession would be required should a crane be required to support the works (but no access to the railway would be required).
 - Works would require the use of hand tools, generators and lighting (if night works required) and a crane.

Permanent Strengthening or Repair – Option 3

- 2.6.16 Option 3 would involve a permanent strengthening or repair to Benhall Railway Bridge. The extent of works associated with a bridge repair would be dependent on the outcome of ongoing structural surveys and assessments, and could range from localised repairs to more substantial structural interventions, such as strengthening or replacement of bridge elements. These works are likely to require railway possessions and may involve construction activities over an extended duration, including night-time working.
- 2.6.17 Construction activities could extend over several weeks or longer, depending on the scope of intervention required, and may include road closures during key phases. Works would involve construction plant, powered tools and associated temporary infrastructure.
- 2.6.18 This option would result in a permanent improvement to the bridge, increasing its load-carrying capacity and extending its operational lifespan. It would also support continued use of the route for construction and operational requirements. Coordination with Sea Link would be required, particularly where

works or railway possessions may overlap or where shared assumptions on bridge capacity are being developed.

- 2.6.19 To inform the preliminary assessment, the following assumptions have been used:
- All works would be contained within the existing highway boundary and land associated with the railway.
 - Nightworks (if needed) would be one instance up to 12 weeks.
 - Road closures would be one instance up to 12 weeks.
 - Works would require the use of hand tools, a crane, percussive tools, generators and lighting.

Alternative Route for AIL Movements – Option 4

- 2.6.20 Option 4 would involve AILs avoiding the use of the Benhall Railway Bridge and would use an alternative route via the A12 and Sizewell Link Road (to inform this preliminary assessment, assumption is that this route will be available at the time of the LL construction). Access to the proposed Converter Station site would be via this route and through Leiston, Snape Road and Friston before taking access via Kiln Lane Substation.
- 2.6.21 This option would avoid the need for any works or closures at Benhall Railway Bridge.
- 2.6.22 This option would require a greater travel distance from the A12 of AILs (transporting the transformers) compared to the other options considered. Option 4 would be approximately 17 km from the A12 to reach the site access, including through community centres of Leiston, Knodishall and Friston and along B roads. Options 1, 2 and 3 have a travel distance of 1.25 km to the site access and would not travel through community centres after leaving the A12.
- 2.6.23 In addition, Option 4 would require additional travel (approximately 3.5 km) via the proposed temporary haul roads as shown in the 2026 PEIR from the substation to the converter station. Options 1, 2 and 3 would travel along the proposed permanent access track (approximately 1.5 km) as shown in the 2026 PEIR.
- 2.6.24 Option 4 is proposed as a contingency route to support construction planning resilience. It would provide an alternative to Options 1, 2 and 3 in the event that Benhall Railway Bridge becomes unavailable, for example, due to emergency incidents, road closures, or insufficient structural capacity. These movements would be agreed in advance with Suffolk County Council (SCC) and the Suffolk Constabulary.

2.7 Fordley Road

- 2.7.1 The **2026 PEIR** included an area within the DOL in the vicinity of Fordley Road and Trust Farm to allow for ongoing design development.
- 2.7.2 A refinement has been identified following engagement with the landowner and progressing design development. The proposed Underground HVDC Cable would be installed through both trenched and trenchless installation methods in this location. The design change in this location involves a minor realignment of the

trenchless design which results in a slight widening to match field boundaries however an overall reduction in land required.

2.7.3 Further design development will define the precise extent and nature of works required in this location.

2.8 AIL on the local road network

2.8.1 Since the **2026 PEIR**, minor changes to the DOL have been identified to facilitate the movement of AILs associated with the delivery of equipment to the proposed Converter Station site and proposed trenchless crossing locations.

2.8.2 The primary route for AIL movements is anticipated to utilise the A12 and B1121 corridor via Benhall Railway Bridge. An alternative route has also been identified via the Sizewell Link Road and the surrounding local highway network, providing flexibility in the event that different delivery routes are required.

2.8.3 The design change relates to the provision of sufficient space within and around junctions to accommodate the swept path requirements of large construction vehicles. This includes localised adjustments to the extent of the DOL to allow temporary or permanent use of land required for vehicle manoeuvring, including oversailing of areas adjacent to the carriageway.

2.8.4 Location of changes:

a. A1094:

i. overrun at junction at Snape Road – likely impacting grass verge and potentially requiring loss of small number of young trees

ii. overrun at junction at Aldeburgh Road – likely minor impact to grass verge

b. B1387: oversail potentially requiring minor trimming of trees overhanging carriageway

2.8.5 The design has been informed by vehicle tracking and swept path analysis to ensure that AILs can navigate the junction geometry. These requirements apply to all potential routing scenarios, ensuring that the junction can accommodate AIL movements under different access arrangements.

2.8.6 The design change is intended to ensure that essential deliveries can be undertaken efficiently while minimising the need for more extensive modifications to the existing highway. The extent of land required reflects the operational envelope identified through the design process.

2.8.7 Further design development will refine the precise land requirements and any associated traffic management measures.

2.9 Visibility splays

2.9.1 Since the **2026 PEIR**, minor changes to the DOL have been identified to facilitate the better access to a limited number of haul roads and highways. Visibility splays are a key consideration and involve trimming of vegetation. Following discussions with highway authorities, and further design developments, some areas require an increase in the DOL to facilitate wider visibility splays.

2.9.2 These have been identified at:

- a. Yoxford Road Bellmouth;
- b. B1387 The Street Bellmouth; and
- c. B1387.

2.10 Lodge Road

- 2.10.1 The **2026 PEIR** included Lodge Road, Walberswick, as part of the design. Following design refinement, the proposed design change at Lodge Road is to extend the DOL to accommodate ecological mitigation planting, providing improvements to the connectivity of the existing hedgerows and the designated site to the west.
- 2.10.2 In addition, the DOL have been moved to the east to provide sufficient space for temporary traffic signals for the haul road crossing Lodge Road. Use of traffic signals reduces the visibility splays required and reduces the impact on existing vegetation. The location of the haul road crossing uses the existing field access to minimise impact on existing vegetation. Moving the DOL to the east does not result in loss of any of the mature trees within this area.

2.11 Butchers Lane

- 2.11.1 The **2026 PEIR** included Butchers Lane, near Hinton, as part of the design. The DOL has been increased by approximately 5 m to the east to ensure there is sufficient space for proposed mitigation planting connected to the existing hedgerow.

3 Approach to the EIC Report

3.1 Methodology, assumptions and limitations

- 3.1.1 A review of the proposed design changes described in **Section 2** has been undertaken and reported in **Section 4** of this EIC. This report then sets out whether these design changes are likely to give rise to new environmental receptors and / or materially different residual likely significant effects compared with the **2026 PEIR**.
- 3.1.2 The assessment within this report focuses upon the design changes to the Proposed Scheme as described in **Section 2** and the proposed changes in the DOL, which are shown in **Appendix A: Figures**.
- 3.1.3 All changes to design which are presented as part of this Targeted Consultation are proposed to take place onshore. No offshore design changes have been identified, meaning no offshore effects are presented within this EIC as there is no anticipated change to the findings reported in **Chapters 18 to 26** of the **2026 PEIR**. Therefore, the Proposed Offshore Scheme components and assessment topics are not discussed further within this EIC.
- 3.1.4 The environmental baseline conditions as described in the **2026 PEIR** are considered to remain valid, including supporting appendices and drawings.
- 3.1.5 The methodology used in this EIC follows the same approach as adopted in the **2026 PEIR** (refer to **Chapter 5 EIA Approach and Methodology**) and topic chapters (Onshore technical topic **Chapters 6 to 17**, and whole scheme topic **Chapters 27 and 28**).
- 3.1.6 This EIC focuses on the likely significant environmental effects during construction, and operation and maintenance only. There are no anticipated changes to the principles of decommissioning to those set out in the **2026 PEIR (Chapter 2 Description of the Proposed Scheme)**, therefore decommissioning is not discussed further in this EIC.
- 3.1.7 The proposed localised changes to the design presented as part of this Targeted Consultation represent no change to the Transboundary Assessment presented within **Chapter 5 EIA Approach and Methodology** of the **2026 PEIR**, therefore transboundary effects are not discussed further in this EIC.
- 3.1.8 The Environmental Statement (ES) submitted as part of application for development consent for the Proposed Scheme will take account of the outcome of this Targeted Consultation.

3.2 Regulatory and planning policy context

- 3.2.1 The legislation and policy background used to inform this assessment remains as stated in the **2026 PEIR** (Ref 1) and the PEIR Addendum Note (Ref 3)).

4 Environmental review of design changes

4.1 Topic appraisal

4.1.1 A review of the design changes (described in **Section 2**) has been undertaken against the findings of **Chapters 6 to 17, 27 and 28** of the **2026 PEIR** (Ref 1) and is presented in the following sections. This EIC should be read in conjunction with the **2026 PEIR**.

4.2 Agricultural Land and Soils

Proposed Landfall Site (G3)

4.2.1 The proposed relocation of the proposed Landfall Site would not introduce new receptors for this topic and would not result in additional impacts or a material change to the magnitude of impacts on Best and Most Versatile (BMV) agricultural land, farm holdings, farm operations or commercial forestry. There would be a reduced footprint of trenching for cables in agricultural land, but the change is not anticipated to materially change the conclusions on significance. As such, there are no new or materially different likely significant effects due to the proposed change to the location of the proposed Landfall Site.

Lymballs Lane

4.2.2 The proposed design changes to the haul road at Lymballs Lane would not introduce new receptors for this topic and would not result in additional impacts or a material change to the magnitude of impacts on BMV agricultural land, farm operations or commercial forestry. There would be a greater impact on two agricultural holdings as it would sever areas of agricultural land to the north of the haul road which would likely be too small to be viable for arable agriculture. These severed parcels would increase the area of agricultural land temporarily impacted during the construction phase. Given that this effect would be temporary, there are no new or materially different likely significant effects due to the proposed design changes to the haul road at Lymballs Lane.

Moor Road

4.2.3 No change relevant to this topic.

Moat Road

4.2.4 The proposed design options would not introduce new receptors and would not result in additional impacts or a material change to the magnitude of impacts that would likely change the conclusions on significance. As such, there are no new or materially different likely significant effects due to the proposed change.

Benhall Railway Bridge

4.2.5 No change relevant to this topic.

Fordley Road

4.2.6 The proposed reduction of the DOL would not introduce new receptors for this topic and would not result in additional impacts or a material change to the magnitude of impacts on BMV agricultural land, farm holdings, farm operations or commercial forestry. The reduction does reduce the amount of agricultural land potentially impacted by the Proposed Scheme, but the change is not anticipated to materially change the conclusions on significance. As such, there are no new or materially different likely significant effects due to the proposed change to the DOL at Trust Farm.

AIL on local road network

4.2.7 The proposed changes to the DOL to accommodate AILs at B1121 is to land which is predominantly not in agricultural use i.e. road verges. Due to the nature of the works, and small areas that may be impacted, no material change to or additional impacts to BMV land and soil receptors are likely to occur during construction or operation and maintenance. Therefore, no new or different significant effects are predicted.

Visibility splays

4.2.8 The proposed design changes to visibility splays represent very small scale, additional changes to agricultural accesses that have already been assessed in the **2026 PEIR**. These refinements are not anticipated to meaningfully affect receptors for this topic. Therefore, no new or different significant effects are predicted.

Lodge Road

4.2.9 The proposed design changes to ecological mitigation within the road verge and field boundaries represent very small scale, additional changes to receptors that have already been assessed in the **2026 PEIR**. These refinements are not anticipated to meaningfully affect receptors for this topic. Therefore, no new or different significant effects are predicted.

Butchers Lane

4.2.10 No change relevant to this topic.

4.3 Air Quality

Proposed Landfall Site (G3)

4.3.1 Whilst the proposed relocation of the proposed Landfall Site will introduce new residential receptors which may be affected, it is unlikely to result in additional or a material change to potential air quality impacts. With the implementation of best practice mitigation measures set out in the **2026 PEIR**, no likely significant effects are anticipated.

4.3.2 The reduction in the amount of trenching and associated earthworks, would reduce the potential air quality impacts from the Proposed Scheme, however the change is not anticipated to materially affect the conclusions on significance. As such, there are no new or materially different likely significant effects due to the proposed relocation of the proposed Landfall Site.

Lymballs Lane

4.3.3 The proposed design changes to the haul road at Lymballs Lane would not introduce new receptors and would not result in additional impacts or a material change to the magnitude of impacts to air quality. The change would move the proposed haul road further from residential receptors which is expected to reduce potential construction-related air quality impacts, however this is not anticipated to materially change the conclusions on significance. As such, there are no new or materially different likely significant effects due to the proposed design changes to the haul road at Lymballs Lane.

Moor Road

4.3.4 No change relevant to this topic.

Moat Road

4.3.5 The proposed design options would not introduce new receptors and would not result in additional impacts or a material change to the magnitude of impacts that would likely change the conclusions on significance. As such, there are no new or materially different likely significant effects due to the proposed change.

Benhall Railway Bridge

4.3.6 At the PEIR stage it was stated that an assessment of construction traffic as a result of the Proposed Scheme would be undertaken at the ES stage, which remains the case.

4.3.7 The options that require the closure of Benhall Railway Bridge will increase traffic flows on roads used as alternative routes during temporary closures as described in the transport section. These traffic changes are likely to impact receptors in proximity to the affected road network.

4.3.8 The assessment of construction traffic on air quality will be presented in the ES. **Section 4.13 Traffic and Transport**, presents a preliminary and qualitative assessment of the construction traffic routes identified at this stage of the

design of Benhall Railway Bridge. The communities likely be potentially impacted by construction traffic on air quality from the identified construction traffic routes include:

- a. Saxmundham;
- b. Benhall Green;
- c. Church Common;
- d. Friston;
- e. Sternfield; and
- f. Leiston

4.3.9 Based on a qualitative understanding of the changes, there may be localised temporary impacts but with the implementation of the mitigation measures set out in the **2026 PEIR**, this is unlikely to result in significant effects overall. As such, there are no new or materially different likely significant effects due to the proposed design changes at Benhall Railway Bridge.

4.3.10 Further design work and optioneering for Benhall Railway Bridge is ongoing. Environmental assessments are being undertaken to inform the design and potential mitigation to be secured as part of the application, which is expected to minimise impacts from the worst-case scenario assumptions being assessed.

Fordley Road

4.3.11 No change relevant to this topic.

AIL on the local road network

4.3.12 No change relevant to this topic.

Visibility splays

4.3.13 No change relevant to this topic.

Lodge Road

4.3.14 No change relevant to this topic.

Butchers Lane

4.3.15 No change relevant to this topic.

4.4 Ecology and Biodiversity

Proposed Landfall Site (G3)

- 4.4.1 The proposed relocation of the proposed Landfall Site would not introduce new receptors. The G3 proposed Landfall Site is closer (than the G2 Landfall) to the boundary of the Minsmere to Walberswick Special Protection Area, Site of Special Scientific Interest, Ramsar site and Special Area of Conservation. However, these closest habitats comprise woodland, within which qualifying ornithological features sensitive to noise disturbance have not been identified. The G3 proposed Landfall Site is further from the wetland habitat that supports these sensitive ornithological receptors and is better screened by vegetation. The change would avoid severing a double treeline identified as an important bat flightline, which would otherwise be required to construct the G2 proposed Landfall Site haul road. With the implementation of the mitigation measures set out in the **2026 PEIR**, there are no new or materially different likely significant effects due to the proposed relocation of the proposed Landfall Site.

Lymballs Lane

- 4.4.2 The proposed design changes to the haul road at Lymballs Lane would not introduce new receptors and would not result in additional impacts or a material change to the magnitude of impacts on designated or important sites.
- 4.4.3 The proposed design changes would likely reduce overall impacts to ecology but would not result in new or materially different likely significant effects.
- 4.4.4 As such, there are no new or materially different likely significant effects due to the proposed design changes to the haul road at Lymballs Lane.

Moor Road

- 4.4.5 The proposed changes include grassland adjacent to the road that has not been included in previous baseline surveys.
- 4.4.6 Further survey work is proposed in advance of the ES stage and will inform the assessment.
- 4.4.7 Based on the nature and scale of the temporary impacts of temporary matting along the edge of the existing road, this is considered unlikely to give rise to significant effects.
- 4.4.8 On this basis, there are no new or materially different likely significant effects due to the proposed design change at Moor Road.

Moat Road

- 4.4.9 Option 1 would have a reduced impact on the existing vegetation compared with the assessment that informed the **2026 PEIR**.
- 4.4.10 Option 2 would have a slight increase in footprint and greater impact on the existing vegetation compared with the assessment that informed the **2026 PEIR**.
- 4.4.11 Further ecological surveys are ongoing in this area and will inform the ES.

- 4.4.12 Both proposed design options would not introduce new receptors and would not result in additional impacts or a material change to the magnitude of impacts that would likely change the conclusions on significance. As such, there are no new or materially different likely significant effects due to the proposed change.

Benhall Railway Bridge

- 4.4.13 No change relevant to this topic.

Fordley Road

- 4.4.14 No change relevant to this topic.

AIL on the local road network

- 4.4.15 The proposed design changes for AIL represent minor changes to existing vegetation. The young trees to be lost at Snape Road form part of a priority habitat (Lowland Mixed Deciduous Woodland). Appropriate native trees will be replanted following the works. Impacts are small scale and unlikely to affect the structure or function of the woodland. No significant effects are anticipated from the works at Snape Road or any other AIL.

Visibility splays

- 4.4.16 The proposed design changes to visibility splays represent small scale and minor changes to land. While improving visibility at the bellmouth on the B1387 The Street would require the loss of a small number of semi-mature trees, these design changes would not introduce any new receptors and would not result in any new or materially different likely significant effects.

Lodge Road

- 4.4.17 The extension of the DOL to the west is to accommodate planting at Lodge Road and Butchers Lane and would not introduce any new receptors and would not result in any new or materially different likely significant effects.
- 4.4.18 The extension of the DOL to the east would not require the loss of the existing mature trees, therefore the anticipated impacts would likely be negligible and would not result in any new or materially different likely significant effects.

Butchers Lane

- 4.4.19 The refinement of the DOL is to ensure there is sufficient space for proposed mitigation planting connected to the existing hedgerow. This would not introduce any new receptors and would not result in any new or materially different likely significant effects.

4.5 Geology and Contamination

Proposed Landfall Site (G3)

- 4.5.1 The proposed relocation of the proposed Landfall Site does not materially alter baseline conditions in relation to Geology and Contamination and therefore does not result in a material change to the magnitude of impacts on human health, controlled waters or designated sites.
- 4.5.2 No landfill sites are present within 250 m of the proposed Landfall Site at G3 and there are no designated geological sites within 3 km. A small number of additional potential contamination sources have been identified within the revised study area (graveyard, pit and tanks), but these are not expected to be disturbed during construction and if unexpected contamination is encountered it would be remediated. The increased HDD length may increase the potential for drilling fluid breakout during construction, but this would be appropriately managed through mitigation measures. Zetica risk mapping (Ref 6) classifies the unexploded ordnance (UXO) risk as low, although historical mapping indicates the presence of a former Diver Battery (heavy anti-aircraft battery) within the proposed Landfall Site at G3 during World War Two. With the implementation of the mitigation measures set out in the **2026 PEIR**, there are no new or materially different likely significant effects due to the proposed relocation of the proposed Landfall Site.

Lymballs Lane

- 4.5.3 The proposed design changes to the haul road at Lymballs Lane do not materially alter baseline conditions in relation to Geology and Contamination and therefore do not result in a material change to the magnitude of impacts on human health, controlled waters or designated geological sites. No landfill sites are located within 500 m of the haul road and there are no designated geological sites within 2 km. Several infilled ponds have been identified within 250 m of the haul road, including one situated directly along the proposed haul road alignment. These are assessed as presenting a low risk of contamination and contamination encountered during construction would be remediated. Zetica risk mapping (Ref 6) classifies the UXO risk as low. With the implementation of mitigation measures set out in the **2026 PEIR**, there are no new or materially different likely significant effects due to the proposed design changes to the haul road.

Moor Road

- 4.5.4 No change relevant to this topic.

Moat Road

- 4.5.5 No change relevant to this topic.

Benhall Railway Bridge

- 4.5.6 No change relevant to this topic.

Fordley Road

4.5.7 No change relevant to this topic.

AIL on the local road network

4.5.8 No change relevant to this topic.

Visibility splays

4.5.9 No change relevant to this topic.

Lodge Road

4.5.10 No change relevant to this topic.

Butchers Lane

4.5.11 No change relevant to this topic.

4.6 Health and Wellbeing

Proposed Landfall Site (G3)

- 4.6.1 At the **2026 PEIR** stage, effects on neighbourhood amenity were assessed as having a high magnitude, resulting in a moderate, adverse and temporary (significant) health effect on the general population in Walberswick, particularly for residents closest to the proposed Landfall Site. Vulnerable groups such as children, older people and people with mental or physical health conditions or disabilities are more reliant on respite from noise were also assessed as having high sensitivity to the adverse effects of construction noise. For vulnerable groups with high sensitivity, the **2026 PEIR** concluded a major adverse and temporary (significant) health effect.
- 4.6.2 As per **Section 4.11 Noise and Vibration**, it remains likely that there will still be significant noise effects for receptors at Walberswick as reported in the **2026 PEIR**. There will likely be new receptors impacted, but the overall number of residential receptors significantly affected will be lower and the level of impact will be reduced.
- 4.6.3 On this basis, the conclusions for health and wellbeing remain the same as the **2026 PEIR** and there are no new or materially different likely significant effects.

Lymballs Lane

- 4.6.4 The proposals move the works further away from residential receptors, which is likely to reduce impacts for air quality and noise but unlikely to materially change conclusions in health outcomes for health and wellbeing. As a result, there are no new or materially different likely significant effects.

Moor Road

- 4.6.5 No change relevant to this topic.

Moat Road

- 4.6.6 Option 1 would have a reduced impact on Moat Road, which is used by local communities, compared with the assessment that informed the **2026 PEIR**.
- 4.6.7 Option 2 would likely have the same impacts as assessed in the **2026 PEIR**.
- 4.6.8 Further assessment and design work is ongoing and will inform the ES.
- 4.6.9 Both proposed design options would not introduce new receptors and would not result in additional impacts or a material change to the magnitude of impacts that would likely change the conclusions on significance. As such, there are no new or materially different likely significant effects due to the proposed change.

Benhall Railway Bridge

- 4.6.10 Temporary closures of Benhall Railway Bridge may lead to adverse effects on health and wellbeing through:

- a. increased journey times for private vehicles and bus services, affecting access to work, services and social networks and increasing levels of traveller stress;
- b. additional traffic along diversion routes, affecting environmental amenity and deterring active travel.

Increased journey times

- 4.6.11 Journeys affected by the temporary closures of Benhall Railway Bridge would include:
- a. local journeys between Benhall and Saxmundham, where increased traffic on the diversion routes would potentially cause junction delays at peak times;
 - b. access to services in Benhall, notably Benhall Church of England Primary School, Benhall Green Primary School, Benhall Preschool, for rural communities to the east of the A12; and
 - c. longer journeys from Benhall via the A12.
- 4.6.12 Temporary increases in journey times may impact health and wellbeing through:
- a. increased levels of driver and passenger stress;
 - b. reduced accessibility, leading to potential temporary reductions in the use of community services and facilities or access to social networks;
 - c. stress associated with uncertainty about the timing of planned closures, inconvenience and disruption to routines.

Additional traffic along diversion routes

- 4.6.13 There are two potential diversion routes providing access to the A12 from Benhall:
- a. Northern diversion through the town of Saxmundham, via:
 - i. Rendham Road, B1119 Chapel Road/B1119 Fairfield Road/B1121 High Street/South Entrance – affecting residential streets, bus stops, Saxmundham United Reformed Church, the High Street with local shops, restaurants, bank and pharmacy, and Saxmundham Crossroads (including access to supermarkets on Church Street) and/or;
 - ii. Rendham Road, Mill Road/Chantry Road/B1121 South Entrance – affecting residential streets, bus stops and Saxmundham Crossroads (including access to supermarkets on Church Street).
 - b. Southern diversion around the north side of Benhall Green and through the villages of Sternfield and Church Common, via the B1121 Main Road, Church Hill, Sternfield Road and A1094 Farnham Road. This diversion runs past residential properties, bus stops, two churches and a cemetery.
- 4.6.14 Additional traffic (including HGVs) along these routes would affect communities' health and wellbeing through:
- a. negative perceptions of the quality of the local environment (noise, air quality and visual amenity) affecting quality of life; and
 - b. negative perceptions of safety for pedestrians and cyclists, affecting access to local services and facilities, and levels of active travel.

- 4.6.15 No physical health effects associated with increased traffic noise or air pollutants are expected.

Options

- 4.6.16 The temporary beam bridge structure, which includes multiple, short-term closures of Benhall Railway Bridge and in combination with closures of the same bridge associated with Sea Link, resulting in significant disruption for the community. The timings and durations of closures are potentially sporadic in nature and, while advanced notice would be given, there is likely to be a degree of uncertainty affecting people's ability to plan ahead.
- 4.6.17 The semi-permanent overbridge, when two temporary closures of Benhall Railway Bridge are required for up to three and a half weeks to construct and three weeks to decommission, or the permanent strengthening of the bridge, would entail significant community disruption. However, these options are likely to have less of an adverse effect compared to the temporary beam bridge structure, as the effects would be more predictable and would likely avoid a cumulative effect with Sea Link. Construction impacts from the bridge works would be assessed under noise, visual and air quality and are not expected to be significant for health. As such, there are no new or materially different likely significant effects due to the proposed design changes at Benhall Railway Bridge.
- 4.6.18 The option to use an alternative route for AIL via Sizewell Link Road, the B1122 through Leiston, B1069, and B1121 through Friston to the proposed access to Kiln Lane Substation would avoid the need for bridge closure, diversions and associated journey time and traffic effects. The movements of construction traffic along these routes would potentially cause adverse effects on perceived safety and amenity, but these effects are unlikely to be significant for health. As such, there are no new or materially different likely significant effects due to the proposed design changes at Benhall Railway Bridge
- 4.6.19 Further design work and optioneering for Benhall Railway Bridge is ongoing. Environmental assessments are being undertaken to inform the design and potential mitigation to be secured as part of the application, which is expected to minimise impacts from the worst-case scenario assumptions being assessed.

Fordley Road

- 4.6.20 No change relevant to this topic.

AIL on the local road network

- 4.6.21 No change relevant to this topic.

Visibility splays

- 4.6.22 No change relevant to this topic.

Lodge Road

- 4.6.23 No change relevant to this topic.

Butchers Lane

4.6.24 No change relevant to this topic.

4.7 Historic Environment

Proposed Landfall Site (G3)

- 4.7.1 The proposed relocation of the proposed Landfall Site would not introduce impacts to new built heritage receptors and would reduce the number of listed buildings located within 250 m from five to one. Trial trenching has only been undertaken across part of the G3 proposed Landfall Site, and it is not possible to fully evaluate the potential archaeological impacts at the site, however the site has been identified as having high archaeological potential based on the existing record and results of geophysical survey. Trial trenching across the entirety of G2 proposed Landfall Site has confirmed the presence of linear features and artefact scatters. Based on current evidence, both the G2 and G3 proposed Landfall Sites present potential for archaeology. As such, there are no new or materially different likely significant effects due to the proposed change to the location of the proposed Landfall Site.

Lymballs Lane

- 4.7.2 The proposed design changes to the haul road at Lymballs Lane would not introduce impacts to new receptors. The proposed design changes to the haul road at Lymballs Lane would increase the distance between the haul road and the Grade II Listed building (Hill Farmhouse) and Scheduled Monument (moated site at Lymballs farm). No geophysical survey was conducted in this area. Trial trenching has been undertaken on the original haul road route, but no trenching has taken place along the revised route. Trenching revealed a number of features within an adjacent land parcel to the revised route. Since no information is available to establish the level of risk associated with the revised route, a worst-case scenario of a significant effect on buried archaeological remains is predicted, which is the same approach as taken in the **2026 PEIR**. Therefore, there are no new likely significant effects due to the proposed change to the location of Lymballs Lane.

Moor Road

- 4.7.3 No change relevant to this topic.

Moat Road

- 4.7.4 No change relevant to this topic.

Benhall Railway Bridge

- 4.7.5 No change relevant to this topic.

Fordley Road

- 4.7.6 No change relevant to this topic.

AIL on the local road network

4.7.7 No change relevant to this topic.

Visibility splays

4.7.8 No change relevant to this topic.

Lodge Road

4.7.9 No change relevant to this topic.

Butchers Lane

4.7.10 No change relevant to this topic.

4.8 Hydrology, Hydrogeology and Drainage

Proposed Landfall Site (G3)

- 4.8.1 The proposed relocation of the proposed Landfall Site would not introduce new receptors and would not result in additional impacts or a material change to the magnitude of impacts on surface water, groundwater, flood risk or Water Framework Directive (WFD)/Water Environment Regulations (WER) waterbodies. There is a slightly higher risk of frac-out associated with longer HDD required for the G3 proposed Landfall Site. With the implementation of mitigation measures set out in the **2026 PEIR**, there are no new or materially different likely significant effects due to the proposed change to the location of the proposed Landfall Site.

Lymballs Lane

- 4.8.2 The proposed design changes to the haul road at Lymballs Lane would not introduce new receptors and would not result in additional impacts or a material change to the magnitude of impacts on surface water, groundwater or WFD/WER waterbodies. The change would result in a slightly higher risk of pluvial flooding across field drainage channels; however, this would be mitigated by the measures set out in the **2026 PEIR**. As such, there are no new or materially different likely significant effects due to the proposed design changes to the haul road at Lymballs Lane.

Moor Road

- 4.8.3 No change relevant to this topic.

Moat Road

- 4.8.4 No change relevant to this topic.

Benhall Railway Bridge

- 4.8.5 No change relevant to this topic.

Fordley Road

- 4.8.6 The proposed change to the DOL would not generate a material change to or additional impacts to water environment receptors during the construction of the Proposed Scheme. Therefore, no new significant effects are predicted.

AIL on the local road network

- 4.8.7 No change relevant to this topic.

Visibility splays

- 4.8.8 No change relevant to this topic.

Lodge Road

- 4.8.9 The proposed change to the DOL to accommodate planting at Lodge Road and Butchers Lane would not generate a change to or additional impacts to hydrology, hydrogeology and drainage receptors during the construction and operation and maintenance of the Proposed Scheme. Therefore, no new or different significant effects are predicted.

Butchers Lane

- 4.8.10 No change relevant to this topic.

4.9 Landscape and Visual

Proposed Landfall Site (G3)

- 4.9.1 The proposed relocation of the proposed Landfall Site would not introduce impacts on new landscape receptors, although the residential visual receptors (people) affected would change. The change would result in landscape and visual impacts being more localised during construction due to the density of surrounding vegetation and buildings to the north at the G3 site compared to the G2 site. Impacts across the Old Town Marshes and Suffolk & Essex Coast & Heaths National Landscape and Suffolk Heritage Coast would therefore be slightly lower during construction. As such, there are no new or materially different likely significant effects due to the proposed change to the location of the proposed Landfall Site.

Lymballs Lane

- 4.9.2 The proposed design changes to the haul road at Lymballs Lane would not introduce impacts on new receptors and would not result in additional impacts or a material change to the magnitude of impacts on landscape character. The change would move the haul road further from residential properties along Lymballs Lane and the temporary residential receptors at Hill Farm Campsite, reducing visual impacts at these locations. The haul road would be closer to Green Farm and Priory Farm Campsite and Public Right of Way (PRoW) E216/001 and E216/002. Given the minor nature of these changes, there are no new or materially different likely significant effects due to the proposed design changes to the haul road at Lymballs Lane.

Moor Road

- 4.9.3 No change relevant to this topic.

Moat Road

- 4.9.4 Option 1 would likely have a reduced impact on the existing vegetation compared with the assessment that informed the **2026 PEIR**.
- 4.9.5 Option 2 would have a slight increase in footprint and greater impact on the existing vegetation compared with the assessment that informed the **2026 PEIR**.
- 4.9.6 Further assessment and design work is ongoing and will inform the ES.
- 4.9.7 Both proposed design options would not introduce new receptors and would not result in additional impacts or a material change to the magnitude of impacts that would likely change the conclusions on significance. As such, there are no new or materially different likely significant effects due to the proposed change.

Benhall Railway Bridge

- 4.9.8 A detailed baseline of this area has not been established for landscape, which will be progressed for the ES. For the options that would assemble a temporary overbridge over the bridge, these are likely to have localised impacts but based

on the temporary nature and scale of works these impacts are unlikely to give rise to significant effects. No significant effects are expected for the other options during construction and no there are no operational impacts anticipated. Further design work and optioneering for Benhall Railway Bridge is ongoing and an assessment of effects will be reported in the ES.

Fordley Road

4.9.9 No change relevant to this topic.

AIL on the local road network

4.9.10 No change relevant to this topic.

Visibility splays

4.9.11 The proposed design changes to visibility splays represent small scale and minor changes to land. Due to the nature of the works, and small areas that may be impacted, no change to or additional impacts to landscape and visual receptors are likely to occur during construction or operation and maintenance. Therefore, no new or different significant effects are predicted.

Lodge Road

4.9.12 The proposed change to the DOL to accommodate planting at Lodge Road and Butchers Lane would not generate a change to or additional impacts to landscape and visual receptors during the construction and operation and maintenance of the Proposed Scheme. Therefore, no new or different significant effects are predicted.

Butchers Lane

4.9.13 No change relevant to this topic.

4.10 Material Assets and Waste

Proposed Landfall Site (G3)

- 4.10.1 The proposed relocation of the proposed Landfall Site would not introduce new receptors and would not result in additional impacts or a material change to the magnitude of impacts on waste or Mineral Consultation Areas (MCAs). Less earthworks would be required at the G3 proposed Landfall Site due to a difference in topography compared to the G2 proposed Landfall Site. Given the minor nature of these changes, there are no new or materially different likely significant effects due to the proposed change to the location of the proposed Landfall Site.

Lymballs Lane

- 4.10.2 The proposed design changes to the haul road at Lymballs Lane would not introduce new receptors and would not result in additional impacts or a material change to the magnitude of impacts on waste or MCAs. The change would require a larger land-take which may result in slightly higher overall material requirement. Given the minor nature of these changes, there are no new or materially different likely significant effects due to the proposed design changes to the haul road at Lymballs Lane.

Moor Road

- 4.10.3 No change relevant to this topic.

Moat Road

- 4.10.4 No change relevant to this topic.

Benhall Railway Bridge

- 4.10.5 No change relevant to this topic.

Fordley Road

- 4.10.6 No change relevant to this topic.

AIL on the local road network

- 4.10.7 No change relevant to this topic.

Visibility splays

- 4.10.8 No change relevant to this topic

Lodge Road

- 4.10.9 No change relevant to this topic

Butchers Lane

4.10.10 No change relevant to this topic.

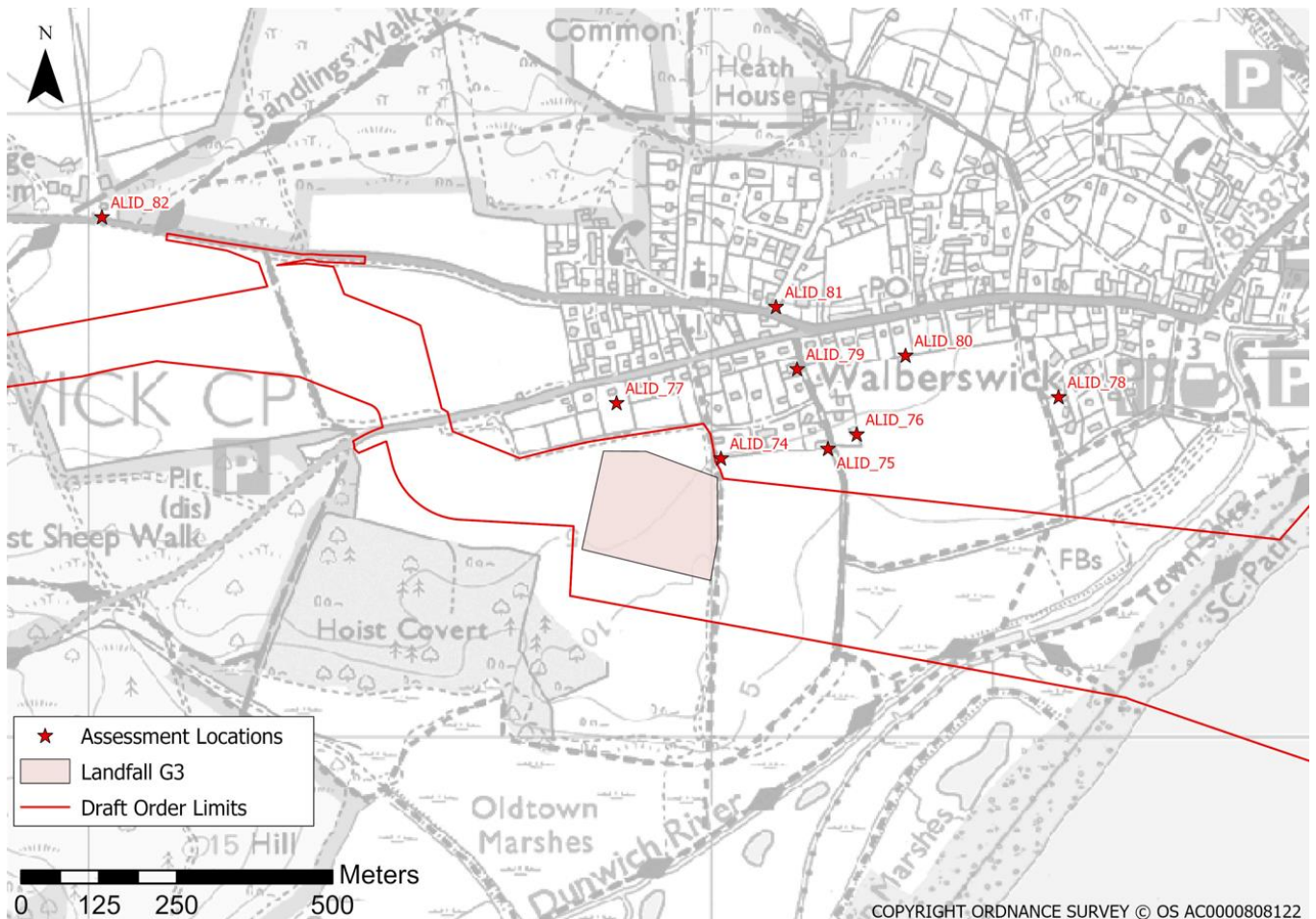
4.11 Noise and Vibration

Proposed Landfall Site (G3)

4.11.1 The assessment of construction noise associated with the G3 proposed Landfall Site has been undertaken using the same methodology as presented in the **2026 PEIR**, specifically in accordance with BS 5228:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise (Ref 7). The most stringent threshold within the ABC method has been applied by assigning Category A to all receptors.

4.11.2 At this stage, the assessment is undertaken at a sample of evaluation points which are representative of the closest sensitive receptors (shown on **Inset 4.1**). This will be superseded at the ES stage with more detailed modelling and assessment work.

Inset 4.1 Assessment locations for the G3 proposed Landfall Site



4.11.3 The proposed relocation of the proposed Landfall Site has the potential to have a greater impact on the receptors located to the south of Seven Acres Lane, south of Walberswick. These receptors are represented by ALID_77 and ALID_74.

4.11.4 In contrast, for receptors represented by ALID_75, ALID_76, ALID_78, ALID_79, ALID_80 and ALID_81, the relocation of the Landfall further to the west is

expected to result in a reduction in construction noise and vibration impacts, likely reducing the total number of residential receptors impacted by the landfall as reported in the **2026 PEIR**.

- 4.11.5 At this stage in the design of the Proposed Scheme, detailed information regarding the plant expected to operate during night-time periods is not yet fully defined. Since publication of the **2026 PEIR**, further work has been undertaken to establish a realistic worst-case scenario for night-time plant operation. The assumptions adopted for this assessment are presented in **Table 4.1** and **Table 4.2**.

Table 4.1 Proposed G3 proposed Landfall Site – daytime construction noise assumptions

Activity Name	Source	Sound pressure level at 10 m	Number of items	%on-time
HDD drilling rig	BS 5228 C3.15 and PBU and Riggal report (as presented in 2026 PEIR)	73	1	100
Power pack	BS 5228 C3.7	70	1	100
High pressure mud pump	BS 5228 C2.45	65	2	100
500kVA generator	BS 5228 C4.96 and typical silenced generators	66	2	100
150kVA generator	BS 5228 C4.80	60	1	100
Telehandler	BS 5228 C4.54	79	1	100
Excavator	BS 5228 C2.3	78	3	100
Lorries	BS 5228 C11.20	83	2	100
Roller	BS 5228 C2.37	79	1	100
Dozer	BS 5228 C8.6	78	1	100
Lorries for drilling pipe	BS 5228 C11.20	83	2	100
Drilling fluid recycling, active, and mixing pump	BS 5228 C4.15 and typical drilling fluid system	73	1	100

Table 4.2 Proposed G3 proposed Landfall Site – night-time construction noise assumptions

Activity Name	Source	Sound pressure level at 10 m	Number of items	%on-time
HDD drilling rig	BS 5228 C3.15 and PBU and Riggal report (as presented in 2026 PEIR)	73	1	92
Power pack	BS 5228 C3.7	70	1	92
High pressure mud pump	BS 5228 C2.45	65	1	80
500kVA generator	BS 5228 C4.96 and typical silenced generators	66	1	92
150kVA generator	BS 5228 C4.80	60	1	100
Telehandler	BS 5228 C4.54	79	1	5
Drilling fluid recycling, active, and mixing pump	BS 5228 C4.15 and typical drilling fluid system	73	1	20

4.11.6 The G3 proposed Landfall Site would require up to four HDDs, which is the same as what would have been required for the G2 proposed Landfall Site. Each HDD is expected to take up to six weeks to complete subject to site conditions. It is anticipated that 24-hour working will not be required to be continuous for the entire period of these construction activities. In most cases, continuous 24-hour construction activities at the G3 proposed Landfall Site are expected to be limited to a maximum of ten consecutive days per HDD. However, longer periods may be necessary in exceptional circumstances, such as unforeseen delays or emergencies. The construction approach will be developed further, assessed as part of the EIA and reported in more detail in the ES.

4.11.7 The more detailed information informing a realistic worst-case scenario for night-time plant operation is likely to reduce the level of noise impact for residential receptors. This is considered in further detail in the sections below and will be assessed in further detail again for the ES stage.

Daytime construction noise assessment

4.11.8 The results of the daytime construction noise prediction of the G3 proposed Landfall Site are presented in **Table 4.3**.

4.11.9 The predicted construction noise levels are based on the construction noise model and mitigation measures presented for the **2026 PEIR**. The results therefore also take into account other daytime construction activities, as outlined in **Appendix 15.2 Construction Noise and Vibration Assumptions and Results of the 2026 PEIR**.

Table 4.3 G3 proposed Landfall Site daytime construction noise predictions – 5 m barrier

Receptor	ABC Category	2028				2029				2030				2031				2032			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
ALID_74	65	12	52	52	52	52	56	56	56	63	63	63	63	63	55	55	51	57	57	57	57
ALID_75	65	12	47	47	47	47	51	51	51	55	55	55	55	55	51	51	47	51	51	50	50
ALID_76	65	12	44	44	44	44	49	49	49	51	51	51	51	51	49	49	44	47	47	47	47
ALID_77	65	12	55	55	55	55	59	59	59	62	62	62	62	62	59	59	54	56	56	56	56
ALID_78	65	12	44	44	44	44	49	49	49	51	51	51	51	51	49	49	43	47	47	47	47
ALID_79	65	12	46	46	46	46	50	50	50	53	53	53	53	53	50	50	45	50	50	50	50
ALID_80	65	12	43	43	43	43	48	48	48	49	49	49	49	49	48	48	43	47	47	47	47
ALID_81	65	12	45	45	45	45	50	50	50	51	51	51	51	51	50	50	45	48	48	48	48

- 4.11.10 Category A is not predicted to be exceeded at any receptor.
- 4.11.11 The highest predicted noise levels of about 63dB_{L_{Aeq,T}} are associated with the G3 Landfall Site daytime activities as shown in **Table 4.1**. Secondary contributors include demobilisation and construction traffic using the haul road as defined in the **2026 PEIR**.
- 4.11.12 The Significant Observed Adverse Effect Level (SOAEL) and Lowest Observed Adverse Effect Level for construction noise, defined as per the **2026 PEIR** methodologies, is not predicted to be exceeded at any receptor.
- 4.11.13 Based on the above, it is concluded that noise effects from daytime construction of the G3 proposed Landfall Site are not significant. The appointed contractor will be required to carry out works in accordance with the mitigation measures set out in the Outline Onshore Code of Construction Practice (CoCP) of the of the **2026 PEIR** ensuring that best practicable means (BPM) are employed throughout the works to minimise noise impacts.
- 4.11.14 For the daytime construction noise prediction of the G3 proposed Landfall Site, there are no new or materially different likely significant effects.

Night-time construction noise assessment

- 4.11.15 Night-time construction works at the G3 proposed Landfall Site are likely to be required as once drilling has commenced at the HDD drill rigs, these need to be in constant operation until the cable duct drilling operations are completed. The results of the night-time construction noise prediction of the G3 proposed Landfall Site are presented in **Table 4.4**.
- 4.11.16 Where the predicted construction noise level exceeds the relevant ABC Category, the results in the table are shown in **bold** font.

Table 4.4 Relocated Landfall night-time construction noise predictions – 5 m barrier

Receptor	ABC Category	5 m barrier
ALID_74	45	48
ALID_75	45	41
ALID_76	45	36
ALID_77	45	46
ALID_78	45	33
ALID_79	45	36
ALID_80	45	32
ALID_81	45	29
ALID_82	45	29

- 4.11.17 Category A for the night-time is predicted to be exceeded at receptors ALID_74 and ALID_77. These locations are representative of the receptors that are most exposed to the G3 proposed Landfall Site.

- 4.11.18 As shown in **Table 4.4** the exceedances are caused by the operation of the HDD drill rigs and associated infrastructure. To inform this preliminary assessment, as per the 2026 PEIR, it is assumed that a 5 m acoustic barrier around the platform will be implemented.
- 4.11.19 The assessment predicts exceedances of up to 3 dB above the relevant noise impact thresholds at these receptors, which may occur for ten or more days within any 15 consecutive day period, thereby exceeding the adopted temporal criteria. In the absence of detailed information regarding the specific construction plant to be implemented, a precautionary and inherently conservative approach has been adopted. Considering both the magnitude of the predicted exceedance and its potential duration, it is therefore concluded that a significant effect may occur. As such, additional mitigation measures are presented below to minimise the effect.
- 4.11.20 The SOAEL for construction noise is not predicted to be exceeded at any receptor. The appointed contractor will be required to carry out works in accordance with the Outline Onshore CoCP of the **2026 PEIR**, ensuring that BPM is employed throughout the works to minimise noise impacts.
- 4.11.21 Additional mitigation measures where required will be further defined and included in the assessment in the ES to minimise the identified significant effects.
- 4.11.22 Based on the current understanding, it remains likely that there will still be significant noise effects for receptors at Walberswick as reported in the **2026 PEIR**. There will likely be new receptors with likely significant effects, but the overall number of residential receptors significantly affected will be lower than at the G2 proposed Landfall Site and the level of impact from construction noise will be reduced.

Lymballs Lane

- 4.11.1 The proposed haul road at Lymballs Lane would be located further than the existing road from the nearest residential receptors, represented by ALID_66 and ALID_65, as identified in the **2026 PEIR**. As a result, construction noise and vibration impacts associated both with the construction of the haul road and its subsequent use by HGVs are expected to be reduced at these receptors but the level of change is not likely to change the conclusions in significance presented at **2026 PEIR**.
- 4.11.2 The closest receptor to the south of the proposed haul road, identified as ALID_64, is located approximately 270 m away. Given this separation distance, noise emissions from the Lymballs Lane haul road are not expected to result in noise levels exceeding those presented in the **2026 PEIR**. No other sensitive receptors are located to the south of the proposed Lymballs Lane haul road that could be affected by construction noise and vibration.
- 4.11.3 With the implementation of the mitigation measures set out in the **2026 PEIR**, the proposed changes to the haul road at Lymballs Lane would not result in any new or materially different likely significant effects.

Moor Road

- 4.11.4 The proposed changes to the DOL to include Moor Road, comprise small-scale and minor changes to the land requirements. As these works are temporary and short-term in nature, they are unlikely to generate noise levels that would give rise to significant effects at the nearest receptors. With the implementation of the mitigation measures set out in the **2026 PEIR**, construction noise levels are expected to be suitably controlled.
- 4.11.5 The volume of construction traffic that would use Moor Road is expected to be low and the duration of impact is expected to be short. This unlikely to result in a noticeable increase in noise levels that would result in a significant effect.
- 4.11.6 Based on the above, the proposed changes at Moor Road are not predicted to give rise to any new or materially different likely significant effects.

Moat Road

- 4.11.7 No change relevant to this topic.

Benhall Railway Bridge

Construction traffic noise

- 4.11.8 At this stage of the EIA for the Proposed Scheme, a quantitative assessment of construction traffic on the existing public road network resulting from the changes to the Benhall Railway Bridge has not been undertaken. This is in line with the approach taken for the **2026 PEIR**.
- 4.11.9 The options that require the closure of Benhall Railway Bridge will increase traffic flows on roads used as alternative routes during temporary closures as described in **Section 4.13 Traffic and Transport**. These traffic changes are likely to impact receptors in proximity to the affected road network.
- 4.11.10 The assessment of construction traffic noise will be presented in the ES. **Section 4.13 Traffic and Transport**, presents a preliminary and qualitative assessment of the construction traffic routes identified at this stage of the design of Benhall Railway Bridge.
- 4.11.11 The options that require the closure of the Benhall Railway Bridge will increase traffic flows on roads used as alternative. The communities likely to be potentially impacted by diversion routes and construction traffic noise include:
- a. Saxmundham;
 - b. Dorley's Corner;
 - c. Annesons Corner;
 - d. Theberton;
 - e. Leiston
 - f. Benhall Green;
 - g. Friday Street;
 - h. Snape Watering;
 - i. Church Common; and

j. Sternfield.

- 4.11.12 In line with the Design Manual for Roads and Bridges LA 111 Noise and Vibration (Ref 9), for diversion routes used at night, a potential adverse impact for construction noise impact is identified at noise sensitive receptors within 25 m of the diversion route. The longest consecutive period for diversions would be 12 weeks and, without mitigation, it is possible that the construction of the Proposed Onshore Scheme would generate volume traffic movements sufficient to result in temporary adverse noise impacts. For the other options considered, there may be localised temporary adverse impacts but overall considered less likely to result in significant effects due to the shorter term impacts.
- 4.11.13 A Construction Traffic Management Plan (CTMP) is being developed and is expected to assist in minimising construction vehicle noise impacts as far as practicable and may include measures such as restricting the hours during which HGVs operate on the public road network and identifying suitable access routes and diversion options.
- 4.11.14 Further design work and optioneering for Benhall Railway Bridge is ongoing. Environmental assessments are being undertaken to inform the design and potential mitigation to be secured as part of the application, which is expected to minimise impacts from the worst-case scenario being assessed.

Construction noise and vibration

- 4.11.15 The closest noise and vibration sensitive receptors to the Benhall Railway Bridge are located approximately 80 m to the south. Potential impacts would arise from construction activities associated with the different bridge options, which may include temporary bridge installation and removal, excavation and foundation works and use of construction plant and powered tools. The nature, duration and intensity of these activities would vary depending on the option selected.
- 4.11.16 The longest continuous night-time works at Benhall Railway Bridge would occur if permanent strengthening of the bridge structure was carried out, which depending on the level of the works required could potentially include use of percussive tools and generators, and this could potentially give rise to significant adverse effects. Design detail is being progressed and further information on the length and type of construction activities is expected after surveys of the existing bridge are completed.
- 4.11.17 Night-time works associated with the temporary structures do not include the use of percussive tools and potential noise impacts are short term in nature. On this basis, these are considered less likely to give rise to significant adverse effects.
- 4.11.18 For the options described that do not include night-time works, these are short term impacts that would not result in new or materially different likely significant effects.
- 4.11.19 Further design work and optioneering for Benhall Railway Bridge is ongoing. Environmental assessments are being undertaken to inform the design and potential mitigation to be secured as part of the application, which is expected to minimise impacts from the worst-case scenario being assessed.

Fordley Road

- 4.11.20 The proposed change to the DOL would not generate a change to or additional impacts to noise and vibration receptors. The DOL and Limits of Deviation are reduced and moved further away from receptor reference ALID_47, meaning that risk of adverse impacts at this receptor is expected to decrease. Therefore, the proposed changes to the DOL would not result in new or materially different likely significant effects.

AIL on the local road network

- 4.11.21 The proposed change to the DOL comprise small scale and minor changes to land requirements. As these works are temporary and short term in nature, they are unlikely to result in significant effects at the closest receptors.
- 4.11.22 The number of AIL movements is not anticipated to result in a change to transport impacts as noted in **Section 4.13 Traffic and Transport**. The relatively low number of AIL movements is unlikely to result in a noticeable increase in noise levels that would result in a significant effect.
- 4.11.23 Based on the above, the proposed changes to the DOL are not predicted to give rise to new or materially different likely significant effects.

Visibility splays

- 4.11.24 No change relevant to this topic.

Lodge Road

- 4.11.25 No change relevant to this topic.

Butchers Lane

- 4.11.26 No change relevant to this topic.

4.12 Socio-economics, Recreation and Tourism

Proposed Landfall Site (G3)

- 4.12.1 The proposed relocation of the proposed Landfall Site would not introduce new receptors and would not result in additional impacts or a material change to the magnitude of impacts on employment and the labour market, worker accommodation, promoted recreational routes, community facilities and open space, visitor and tourism facilities, other local businesses, and development land. There would no longer be impacts to two PRoW (E-536/011/0 and E-536/021/0) as the haul road would no longer cross them. There are not anticipated to be new or materially different likely significant effects due to the proposed change to the location of the proposed Landfall Site.

Lymballs Lane

- 4.12.2 The proposed design changes to the haul road at Lymballs Lane would not introduce new receptors and would not result in additional impacts or a material change to the magnitude of impacts on employment and the labour market, worker accommodation, promoted recreational routes, community facilities and open space, other local businesses, and development land. The change would move the haul road further from Hill Farm Campsite but closer to Priory Farm Campsite and PRoW E216/001 and E216/002. Given the minor nature of these changes, there are no new or materially different likely significant effects due to the proposed design changes to the haul road at Lymballs Lane.

Moor Road

- 4.12.3 No change relevant to this topic.

Moat Road

- 4.12.4 Option 1 would likely avoid potential severance impacts for the community and local businesses.
- 4.12.5 Option 2 would likely have the same impacts as assessed in the **2026 PEIR**.
- 4.12.6 Further assessment and design work is ongoing and will inform the ES.
- 4.12.7 Both proposed design options would not introduce new receptors and would not result in additional impacts or a material change to the magnitude of impacts that would likely change the conclusions on significance. As such, there are no new or materially different likely significant effects due to the proposed change.

Benhall Railway Bridge

- 4.12.8 The options that require the temporary closure of Benhall Railway Bridge would introduce a severance to private properties and housing, community land and assets, development land and businesses, which would require alternative diversion routes. **Section 4.13 Traffic and Transport**, presents a preliminary and qualitative assessment of the likely diversion and construction traffic routes identified at this stage of the design of Benhall Railway Bridge.

- 4.12.9 Individual receptors most impacted are those located closest to Benhall Railway Bridge that take access via the B1121. The communities likely be potentially impacted by construction traffic from the identified construction traffic routes include:
- Saxmundham;
 - Benhall Green;
 - Church Common;
 - Friston;
 - Sternfield; and
 - Leiston
- 4.12.10 The longest continuous temporary closure of up to 12 weeks of Benhall Railway Bridge would occur if permanent strengthening of the bridge structure was carried out, and this could potentially give rise to likely significant effects due to the duration of the severance and the length of diversion needed. This option does however potentially reduce the overall impact/days when Benhall Railway Bridge would be closed, when considering the potential cumulative impacts of Sea Link.
- 4.12.11 For the beam bridge temporary bridge structure, which includes multiple, short-term closures of Benhall Railway Bridge, the number of closures severing access and change in traffic flows due to re-routing, with appropriate mitigation measures (e.g. advance warning for communities), would not result in new or materially different likely significant effects given the limited number of closures, the short duration and the length of time over which the closures would occur. However, given that Sea Link is also proposing temporary closures of Benhall Railway Bridge to enable AIL deliveries; the changes in traffic flows could give rise to likely significant effects on aforementioned receptors and communities when combined with Sea Link, depending on the number, duration and timing of the Sea Link bridge closures.
- 4.12.12 For the semi-permanent overbridge, when two temporary closures of Benhall Railway Bridge are required for up to three and a half weeks to construct and three weeks to decommission, the severance impacts and change in traffic flows due to re-routing would not result in new or materially different likely significant effects given the need for only two closures of less than four weeks within a 12 month period, as well as the nature of the closures being more predictable in nature and would likely avoid a cumulative effect with Sea Link. These closures could be managed through communications and diversion routes, with the option presenting the lowest disruption when considering overall timescales and the number of instances of closure.
- 4.12.13 The option to use an alternative route for AIL via Sizewell Link Road, the B1122 through Leiston, B1069, and B1121 through Friston to the proposed access to Kiln Lane Substation would remove the need for the temporary closure of Benhall Railway Bridge and there would not therefore be any likely significant effects due to the closure. However, this would mean that AIL traffic is routing along a greater distance and would bring impacts on the settlement of Leiston, Coldfair Green and Friston. The potential nature of these impacts will be explored in more detail in the ES.

- 4.12.14 As such, there is potential for new significant effects when compared to the conclusions of the **2026 PEIR**. Further design work and optioneering for Benhall Railway Bridge is ongoing. Environmental assessments are being undertaken to inform the design and potential mitigation to be secured as part of the application, which is expected to minimise impacts from the worst-case scenario being assessed.

Fordley Road

- 4.12.15 No change relevant to this topic.

AIL on the local road network

- 4.12.16 No change relevant to this topic.

Visibility splays

- 4.12.17 No change relevant to this topic.

Lodge Road

- 4.12.18 No change relevant to this topic.

Butchers Lane

- 4.12.19 No change relevant to this topic.

4.13 Traffic and Transport

Proposed Landfall Site (G3)

- 4.13.1 The proposed relocation of the proposed Landfall Site would not introduce new or additional transport impacts. However, there would no longer be impacts on two PRoW (E-536/011/0 and E-536/021/0) which were previously crossed by the haul road but would now be located to the east of the G3 proposed Landfall Site. As a result, it is not anticipated that there would be new significant effects on traffic and transport receptors but there would no longer be a likely significant effect on non-motorised users of E-536/021/0 when compared to the likely significant effects reported in **Chapter 17 Traffic and Transport** of the **2026 PEIR**.

Lymballs Lane

- 4.13.2 The proposed design changes to the haul road at Lymballs Lane would not introduce new or additional transport impacts. As a result, there are no new or materially different likely significant effects on traffic and transport receptors.

Moor Road

- 4.13.3 The proposed use of Moor Road as a construction HGV access route would introduce a new highway link not previously considered in **Chapter 17 Traffic and Transport** of the **2026 PEIR**. The volume of construction traffic that would use Moor Road is however expected to be low and the duration of impact is expected to be short. As a result, it is not expected that the change would give rise to new likely significant effects on traffic and transport receptors.

Moat Road

- 4.13.4 Option 1 would likely avoid potential severance impacts on Moat Road.
- 4.13.5 Option 2 would likely have the same impacts as assessed in the **2026 PEIR**.
- 4.13.6 Further assessment and design work is ongoing and will inform the ES.
- 4.13.7 Both proposed design options would not introduce new receptors and would not result in additional impacts or a material change to the magnitude of impacts that would likely change the conclusions on significance. As such, there are no new or materially different likely significant effects due to the proposed change.

Benhall Railway Bridge

- 4.13.8 At this stage of the EIA for the Proposed Scheme, a quantitative assessment of construction traffic on the existing public road network resulting from the changes to the Benhall Railway Bridge has not been undertaken. This is in line with the approach taken for the **2026 PEIR**.
- 4.13.9 The options that require the closure of Benhall Railway Bridge will increase traffic flows on roads used as alternative routes during temporary closures. The routes and roads affected are likely to include:

- a. the A12/B1119 Rendham Road/B1119 Chapel Road/B1119 Fairfield Road or Mill Road/Chantry Road (to Saxmundham crossroads); and
 - b. the A12/A1094/Sternfield Road/Snape Road/B1121 Church Hill.
- 4.13.10 In addition, construction HGVs destined for the Converter Station site (bellmouth on the B1121) and/or bellmouth on the B1119 would be routed via the A12/Sizewell Link Road/B1122 Leiston Road/B1122 Abbey Road/B1122 Station Road/B1119 Waterloo Avenue/B1119 Saxmundham Road.
- 4.13.11 The longest continuous temporary closure of up to 12 weeks at Benhall Railway Bridge is likely to occur if permanent strengthening of the bridge structure was carried out, and this could potentially give rise to likely significant effects due to the duration of the closure and the volume of diverted traffic. This option does however potentially reduce the overall impact/days when Benhall Railway Bridge would be closed, when considering the potential cumulative impacts in combination with Sea Link.
- 4.13.12 For the beam bridge temporary bridge structure, which includes multiple, short-term closures of Benhall Railway Bridge, the change in traffic flows due to re-routing would not result in new or materially different likely significant effects given the limited number of closures, the short duration and the length of time over which the closures would occur. However, given that Sea Link is also proposing temporary closures of Benhall Railway Bridge to enable AIL deliveries; the changes in traffic flows could give rise to likely significant effects on users of the aforementioned roads when combined with Sea Link, depending on the number, duration and timing of the Sea Link bridge closures.
- 4.13.13 For the semi-permanent overbridge, when two temporary closures of Benhall Railway Bridge are required for up to three and a half weeks to construct and three weeks to decommission, the change in traffic flows due to re-routing would not result in new or materially different likely significant effects given the need for only two closures of less than four weeks within a 12 month period. Given that the semi-permanent overbridge could be used for LionLink and Sea Link AIL deliveries, this option would not result in new or materially different likely significant effects in the cumulative scenario.
- 4.13.14 The option to use an alternative route for AIL via Sizewell Link Road, the B1122 through Leiston, B1069, and B1121 through Friston to the proposed access to Kiln Lane Substation access would remove the need for the temporary closure of Benhall Railway Bridge and there would not therefore be likely significant effects due to the closure. However, the AIL movements on the alternative route are likely to require traffic management, although this is not expected to lead to likely significant effects due to the short duration and occasional nature of the deliveries.
- 4.13.15 As such, there is potential for new significant effects when compared to the conclusions of the **2026 PEIR**. Further design work and optioneering for Benhall Railway Bridge is ongoing. Environmental assessments are being undertaken to inform the design and potential mitigation to be secured as part of the application, which is expected to minimise impacts from the worst-case scenario being assessed.

Fordley Road

- 4.13.16 The proposed changes to the DOL to reduce the land requirements would not introduce new or additional transport impacts. As a result, there is no change to the likely significant effects on traffic and transport receptors.

AIL on the local road network

- 4.13.17 The proposed changes to the DOL to accommodate oversail impacts from AIL movements at the A1094 junctions with the B1121 and B1069 is not expected to result in a change to transport impacts. As a result, there are no new or materially different likely significant effects on traffic and transport receptors.

Visibility splays

- 4.13.18 The proposed changes to the DOL to accommodate the bellmouth visibility splays represent small scale and minor changes to land requirements. As a result, there are no new or additional transport impacts and no change to the likely significant effects on traffic and transport receptors.

Lodge Road

- 4.13.19 No change relevant to this topic.

Butchers Lane

- 4.13.20 No change relevant to this topic.

4.14 Climate Change and Greenhouse Gases

Proposed Landfall Site (G3)

4.14.1 No change relevant to this topic.

Lymballs Lane

4.14.2 No change relevant to this topic.

Moor Road

4.14.3 No change relevant to this topic.

Moat Road

4.14.4 No change relevant to this topic.

Benhall Railway Bridge

4.14.5 No change relevant to this topic.

Fordley Road

4.14.6 No change relevant to this topic.

AIL on the local road network

4.14.7 No change relevant to this topic.

Visibility splays

4.14.8 No change relevant to this topic.

Lodge Road

4.14.9 No change relevant to this topic.

Butchers Lane

4.14.10 No change relevant to this topic.

4.15 Cumulative and interactive effects

- 4.15.1 The construction traffic assessment methodology as part of the EIA includes traffic associated with other developments and is inherently cumulative. The traffic impacts are not assessed separately in the cumulative section to avoid double counting of effects. This preliminary assessment has included potential closures of Benhall Railway Bridge from Sea Link (**Section 2.6**), and those effects have been considered in relevant environmental topics as appropriate.
- 4.15.2 No assessment of cumulative or interactive effects was presented within the **2026 PEIR** therefore it is not possible to comment on whether the design changes would lead to new or different significant effects as identified by the **2026 PEIR**. An assessment of cumulative and interactive effects will be undertaken as part of the ES.

5 Summary

5.1.1 **Table 5.1** provides a summary of review of design changes against conclusions of the **2026 PEIR**.

Table 5.1 Summary of review of design changes against conclusions of 2026 PEIR

Environmental Topic	Change in significant effect from 2026 PEIR																	
	Benhall Railway Bridge	Landfall site (G3)	Lymballs Lane	Moor Road	Moat Road	Fordley Road	AIL on the local road network	Visibility Splays	Lodge Road	Butchers Lane								
Noise and Vibration	Potential new likely significant effects depending on the option selected. Further design work and optioneering for Benhall Railway Bridge is ongoing.	It remains likely that there will still be significant noise effects for receptors at Walberswick as reported in the 2026 PEIR. There will likely be new receptors impacted, but the overall number of residential receptors significantly affected will be lower and the level of impact will be reduced.	No new or materially different likely significant effects than those reported at 2026 PEIR .															
Health and Wellbeing											No new or materially different likely significant effects than those reported at 2026 PEIR .							
Socio-economics, Recreation and Tourism											No new or materially different likely significant effects than those reported at 2026 PEIR .							
Traffic and Transport											No new or materially different likely significant effects than those reported at 2026 PEIR .							
Agricultural Land and Soils		No new or materially different likely significant effects than those reported at 2026 PEIR .																
Air Quality		No new or materially different likely significant effects than those reported at 2026 PEIR .																
Ecology and Biodiversity		No new or materially different likely significant effects than those reported at 2026 PEIR .																
Geology and Contamination		No new or materially different likely significant effects than those reported at 2026 PEIR .																
Historic Environment		No new or materially different likely significant effects than those reported at 2026 PEIR .																
Hydrology, Hydrogeology and Drainage		No new or materially different likely significant effects than those reported at 2026 PEIR .																
Landscape and Visual		No new or materially different likely significant effects than those reported at 2026 PEIR .																
Material Assets and Waste		No new or materially different likely significant effects than those reported at 2026 PEIR .																
Climate Change and Greenhouse Gases		No new or materially different likely significant effects than those reported at 2026 PEIR .																
Cumulative and Interactive Effects		No new or materially different likely significant effects than those reported at 2026 PEIR .																

Topic Glossary

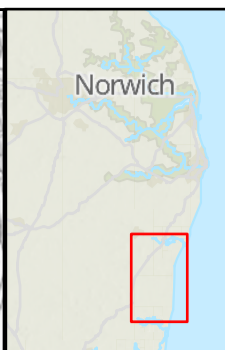
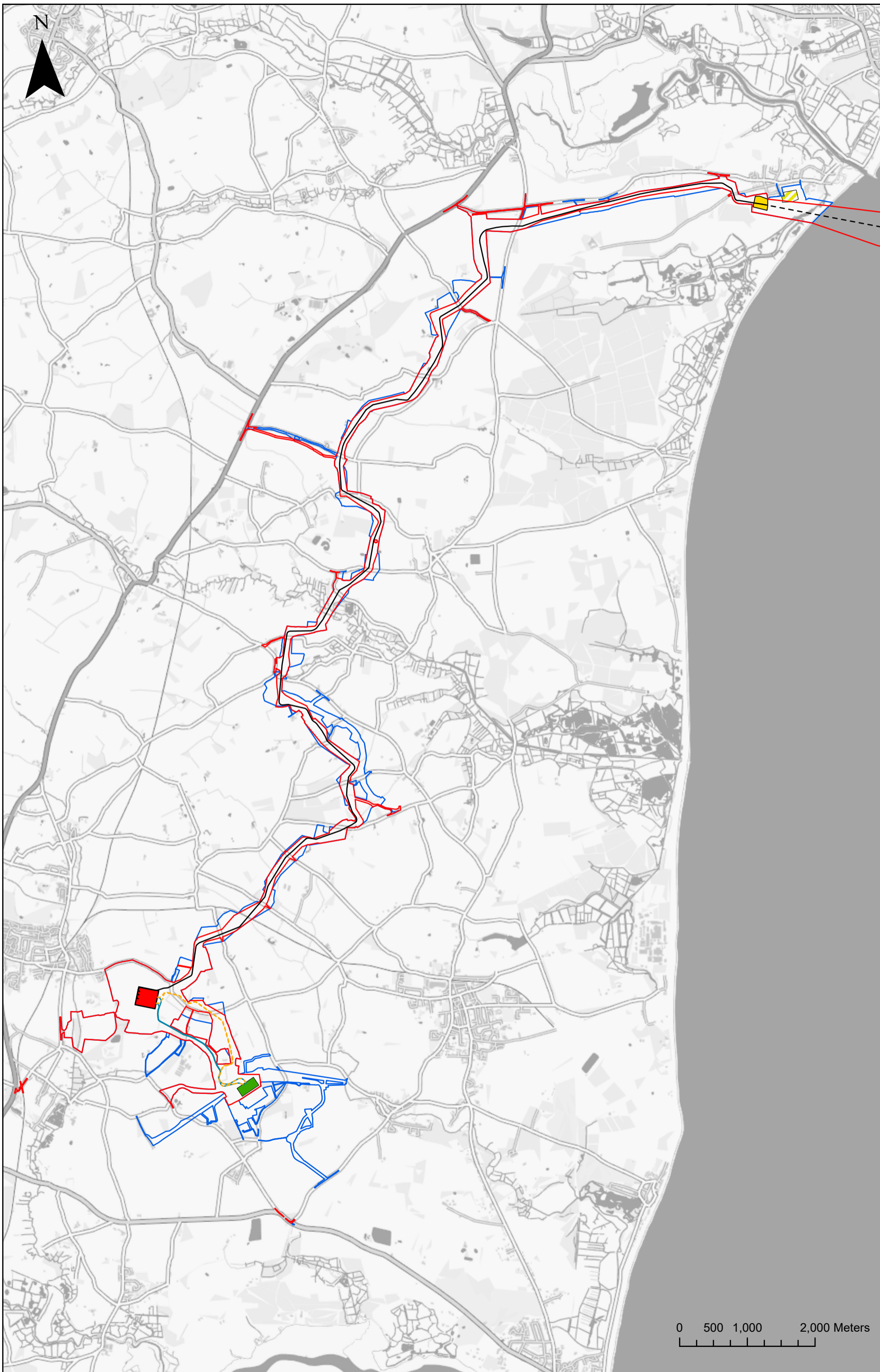
Acronym/Phrase/Abbreviation	Definition
AIL	Abnormal Indivisible Loads
BPM	Best Practicable Means
BMV	Best and Most Versatile
CoCP	Code of Construction Practice
CTMP	Construction Traffic Management Plan
DOL	Draft Order Limits
EIA	Environmental Impact Assessment
EIC	Environmental Implications of Change
ES	Environmental Statement
GB	Great Britain
GW	Gigawatt
HDD	Horizontal Directional Drilling
HGV	Heavy Goods Vehicle
MCAAs	Mineral Consultation Areas
NGLLL	National Grid Lion Link Limited
OHA	Offshore Hybrid Asset
PEIR	Preliminary Environmental Information Report
PRoW	Public Right of Way
SOAEL	Significant Observed Adverse Effect Level
UXO	Unexploded ordnance
WER	Water Environment Regulations
WFD	Water Framework Directive

References

- Ref 1 National Grid Ventures (2026) LionLink Document Library – Statutory Consultation Preliminary Environmental Information Report [online]. Available at: <https://www.nationalgrid.com/national-grid-ventures/lionlink/library#4257225834-3332754423> [last accessed 12 May 2026].
- Ref 2 The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, Statutory Instrument, No. 572
- Ref 3 National Grid Ventures (2026) LionLink Document Library – Statutory Consultation PEIR Addendum Note [online]. Available at: <https://www.nationalgrid.com/document/567471/download> [last accessed 12 May 2026].
- Ref 4 The Planning Act 2008 [online]. Available at: <https://www.legislation.gov.uk/ukpga/2008/29/contents>
- Ref 5 National Grid Ventures (2026). Targeted Consultation Brochure.
- Ref 6 Zetica UXO (no date). UXO risk maps [online]. Available at: <https://zeticauxo.com/guidance/risk-maps/> [last accessed 12 May 2026].
- Ref 7 The British Standards Institution (2014). BS 5228:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise [online]. Available at: <https://knowledge.bsigroup.com/products/code-of-practice-for-noise-and-vibration-control-on-construction-and-open-sites-noise>
- Ref 8 The Control of Pollution Act 1974 [online]. Available at: <https://www.legislation.gov.uk/ukpga/1974/40>
- Ref 9 Standards for Highways (2020). Design Manual for Roads and Bridges LA 111 Noise and Vibration [online]. Available at: <https://www.standardsforhighways.co.uk/search/cc8cfcf7-c235-4052-8d32-d5398796b364>

Appendix A: Figures

A.1 Current Order Limits (as presented at Statutory Consultation) and Proposed Order Limits (including localised changes as described in Section 2 for Targeted Consultation)



- PROPOSED OFFSHORE ALIGNMENT
- PROPOSED CABLE ALIGNMENT
- - - PROPOSED AC ROUTE (NORTHERN OPTION)
- - - PROPOSED AC ROUTE (SOUTHERN OPTION)
- PROPOSED ORDER LIMITS
- CURRENT ORDER LIMITS
- PROPOSED LANDFALL (C3)
- CURRENT LANDFALL (C620G)
- KILN LANE SUBSTATION
- CONVERTER STATION

FOR TARGETED CONSULTATION

NOTES:

1. THIS PLAN IS SCALED AT PAPER SIZE A3, THEREFORE ANY PRINTS TAKEN AT SMALLER SIZES WILL AFFECT ACCURACY OF THE MEASUREMENT UNITS AND SHOULD NOT BE SCALED AGAINST.
2. THESE PLANS SHOW THE DRAFT ORDER LIMITS AND PROPOSED CABLE ALIGNMENT. DUE TO THE NEED FOR FUTURE FLEXIBILITY, NATIONAL GRID LIONLINK LIMITED WILL BE APPLYING FOR ORDER LIMITS AND LIMITS OF DEVIATION WITHIN ITS APPLICATION FOR DEVELOPMENT CONSENT, WITHIN WHICH ANY FINAL CABLE ALIGNMENT WOULD BE LOCATED.

CO-ORDINATE SYSTEM : BRITISH NATIONAL GRID
SHEET CENTRE: 644044E M 266992N M

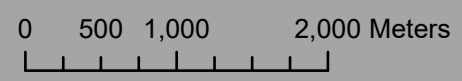
PO1	26/09/2023	FOR TARGETED CONSULTATION	TD	TW	TD
Issue	Date	Remarks	Dr	Chk	App

Title
LIONLINK PROPOSED ORDER LIMITS FOR TARGETED CONSULTATION SCHEME OVERVIEW



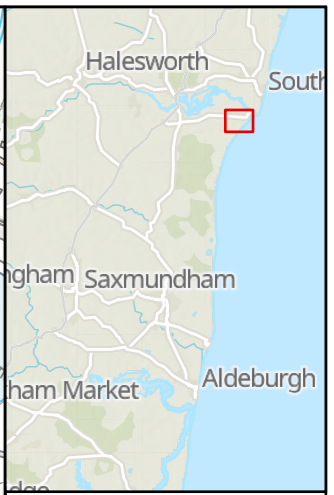
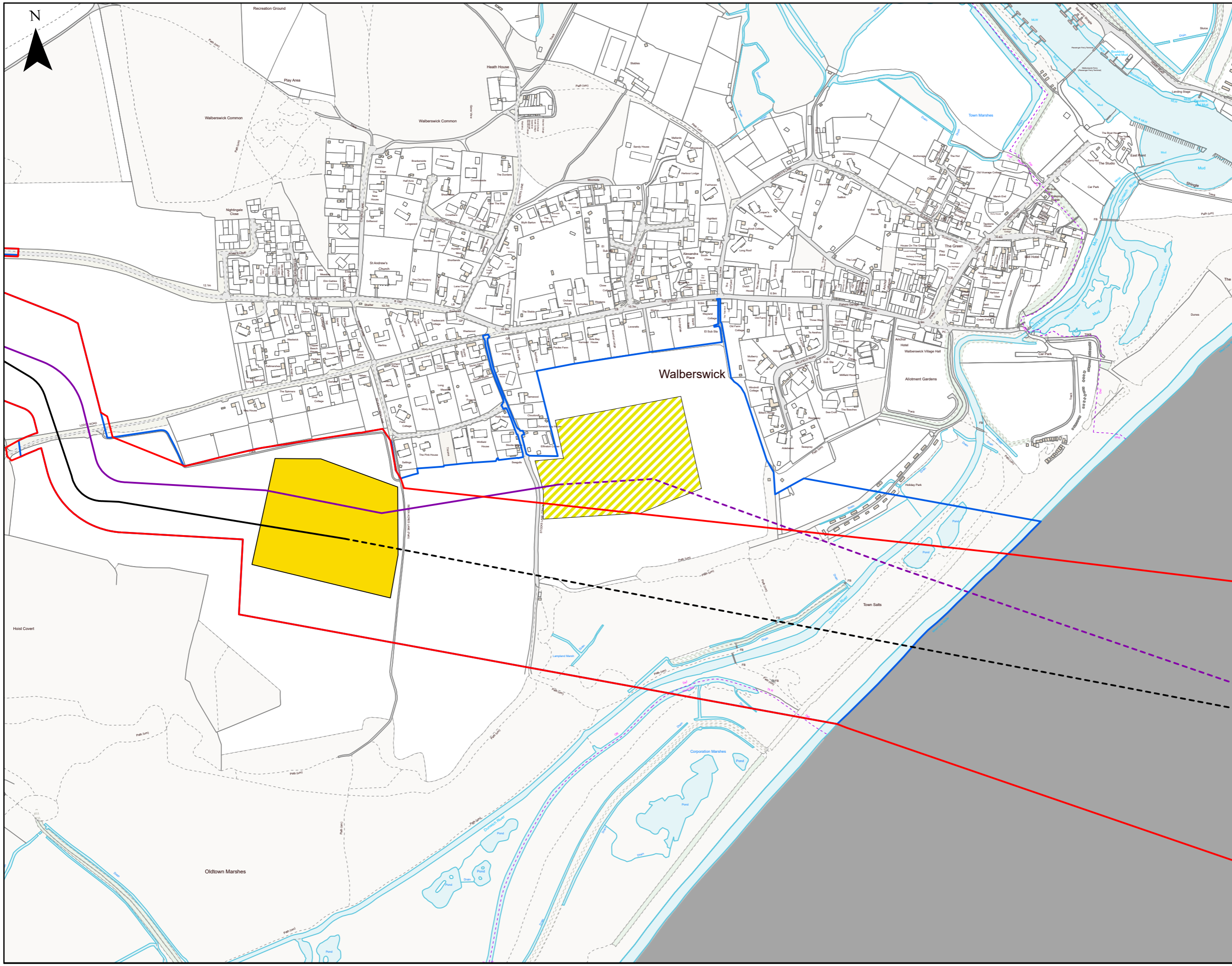
Application Number
EN020033

National Grid LionLink Limited Drawing Reference



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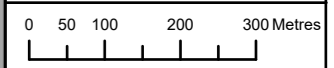
A.2 Localised changes at proposed Landfall



- PROPOSED OFFSHORE ALIGNMENT
- PROPOSED CABLE ALIGNMENT
- PROPOSED ORDER LIMITS
- CURRENT ORDER LIMITS
- CURRENT CABLE ALIGNMENT
- CURRENT OFFSHORE ALIGNMENT
- PROPOSED LANDFALL (G3)
- CURRENT LANDFALL (C620G)

FOR TARGETED CONSULTATION

- NOTES:**
1. THIS PLAN IS SCALED AT PAPER SIZE A3, THEREFORE ANY PRINTS TAKEN AT SMALLER SIZES WILL AFFECT ACCURACY OF THE MEASUREMENT UNITS AND SHOULD NOT BE SCALED AGAINST.
 2. THE TRANSITION BETWEEN THE ONSHORE HVDC CABLES AND THE OFFSHORE HVDC CABLES WILL BE INSTALLED USING HORIZONTAL DIRECTIONAL DRILLING (HDD).



CO-ORDINATE SYSTEM : BRITISH NATIONAL GRID
SHEET CENTRE: 6493330E M 274353N M

Rev	Date	Author	Checked	Approved

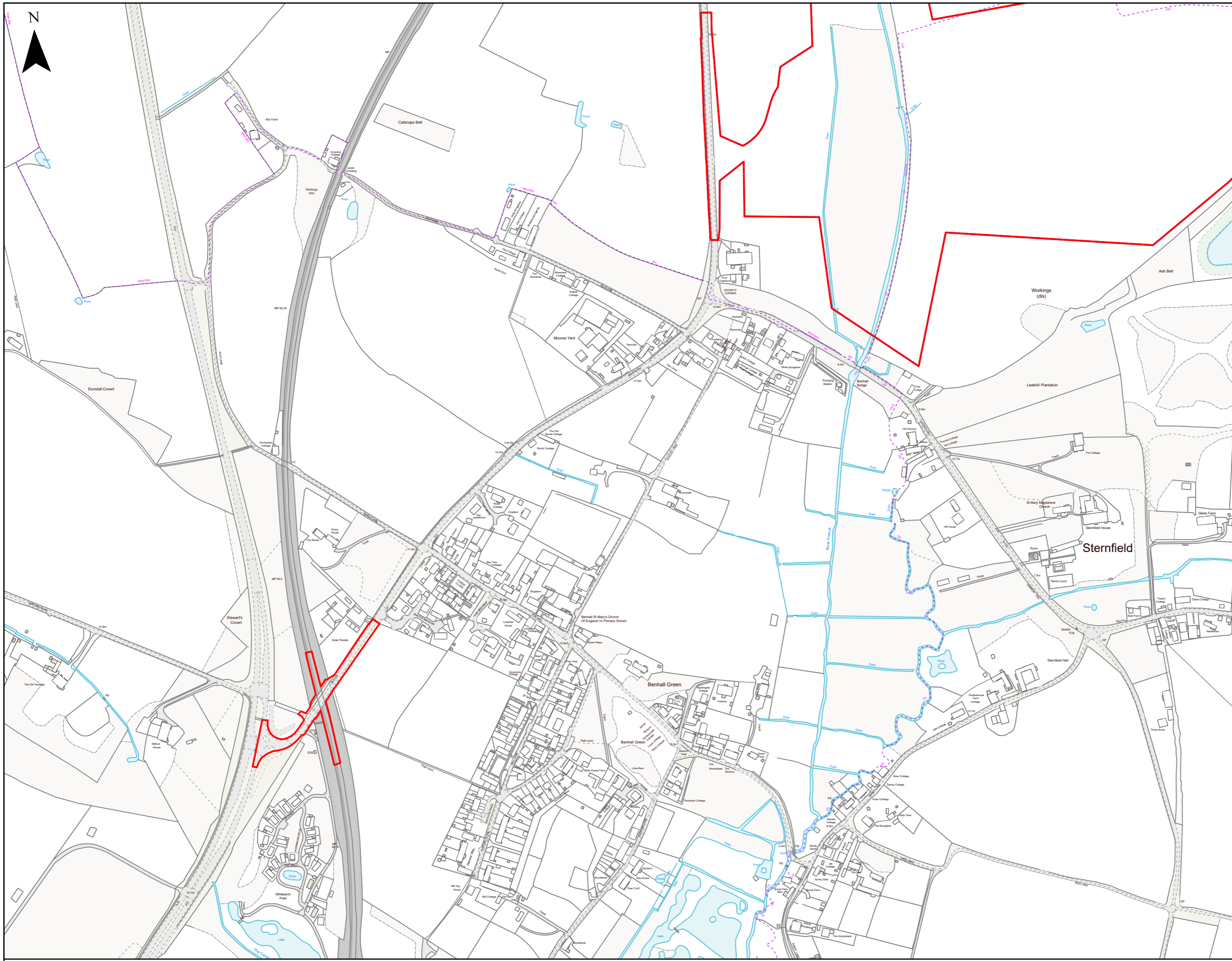
LIONLINK PROPOSED SCHEME CHANGES FOR TARGETED CONSULTATION



Application Number: EN020033

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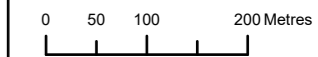
A.3 Localised changes at Benhall Railway Bridge



— PROPOSED ORDER LIMITS

FOR TARGETED CONSULTATION

NOTES:
 1. THIS PLAN IS SCALED AT PAPER SIZE A3, THEREFORE ANY PRINTS TAKEN AT SMALLER SIZES WILL AFFECT ACCURACY OF THE MEASUREMENT UNITS AND SHOULD NOT BE SCALED AGAINST.



CO-ORDINATE SYSTEM - BRITISH NATIONAL GRID
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REV	DATE	DESCRIPTION	BY	CHKD	APPD

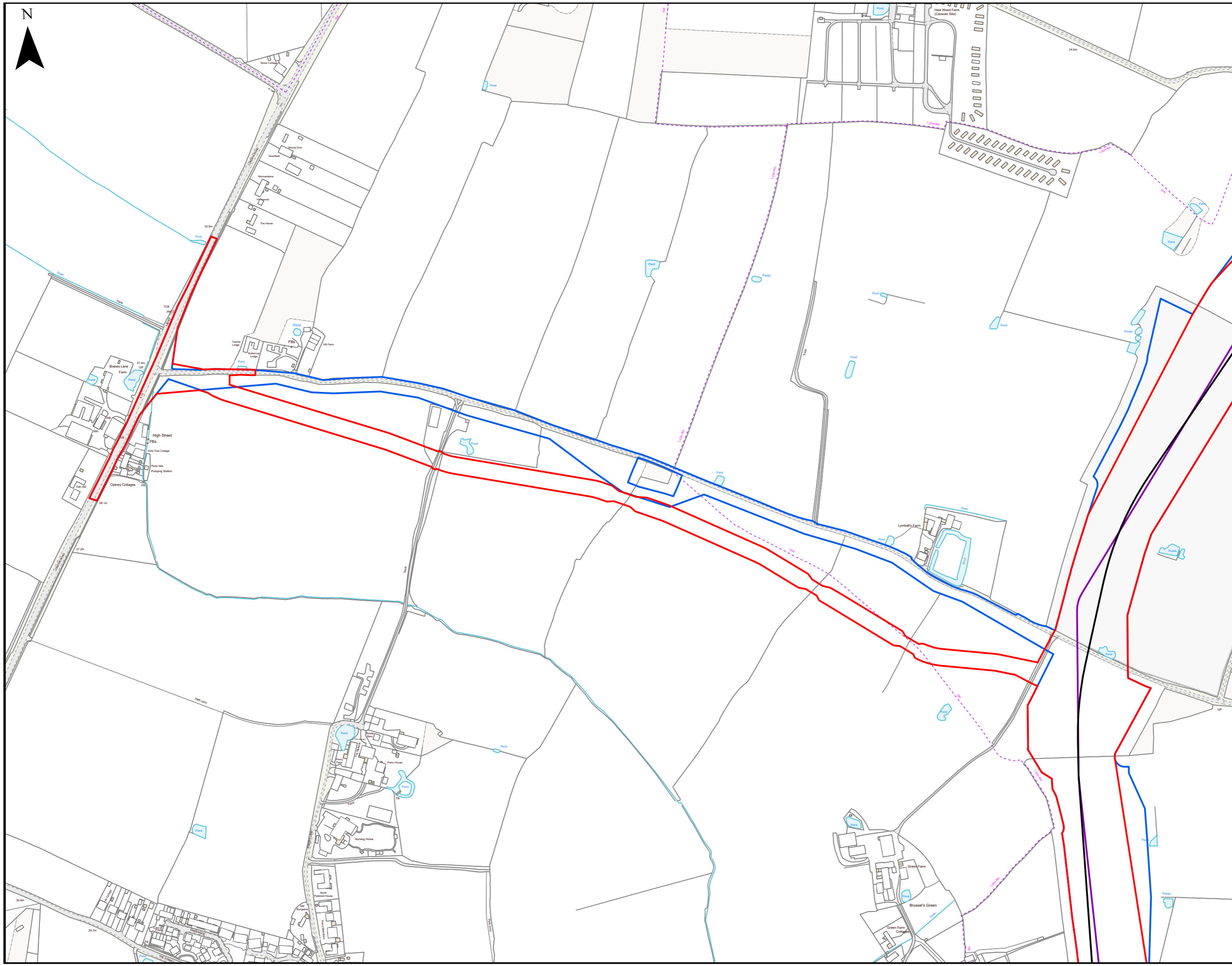
LIONLINK PROPOSED SCHEME CHANGES FOR TARGETED CONSULTATION



Project Name: EN020033

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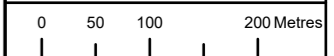
A.4 Localised changes at Lymballs Lane



- PROPOSED CABLE ALIGNMENT
- PROPOSED ORDER LIMITS
- CURRENT ORDER LIMITS
- CURRENT CABLE ALIGNMENT

FOR TARGETED CONSULTATION

NOTES:
 1. THIS PLAN IS SCALED AT PAPER SIZE A3, THEREFORE ANY PRINTS TAKEN AT SMALLER SIZES WILL AFFECT ACCURACY OF THE MEASUREMENT UNITS AND SHOULD NOT BE SCALED AGAINST.



CO-ORDINATE SYSTEM : BRITISH NATIONAL GRID
 SHEET CENTRE: 641759E M 270905N M

Issue	Date	Author	Checked	Approved

LIONLINK PROPOSED SCHEME CHANGES
FOR TARGETED CONSULTATION



Application Number: EN020033
 National Grid LionLink Limited Drawing Reference

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