

LIONLINK - Westleton Parish Council (WPC) comment

- The LionLink (LL) proposal cannot be viewed in isolation – its transport, accommodation, environmental, health and well-being, economic etc impacts are in addition to impacts of the other NSIPs.
- *Clean energy*: the documentation makes repeated reference to the fact that it will provide: “clean, green, renewable energy”. But the interconnector will also be linked to the Dutch grid which includes energy generated by oil/gas/coal power stations. Some honesty, please.
- *Landfall*: WPC share all concerns expressed by Walberswick PC.
- *The workforce/accommodation*: LL accommodation needs will :
 - o Impose more pressure on local housing market (predominantly rental) - ESDC says that there is already evidence of locals being “priced-out” of the area.
 - o Result in more cars in urban areas = congestion and parking problems
 - o Take tourist accommodation - less tourist accommodation available = fewer tourists.
- *Working hours*: NGV proposes 6.00-20.00 and weekend work and bank holiday working. This is not acceptable – residents need a respite from construction work.
- *The cable routes and traffic and transport*:
 - o Need detail of vehicle types and numbers required for the project. A targeted consultation on transport and traffic is necessary before the DCO.
 - o A section of the horizontal directional drilling is within 1km of Westleton – LL says 24 hour work necessary for drilling = nighttime lighting + noise. How will this be mitigated?
 - o Yoxford Road is listed as an HGV route: There is no space on the Yoxford Road for a car to pass an HGV let alone another HGV. Verges on the road and potholes have always been bad and are particularly so either side of the Low Road junction and by the Darsham Marshes. Heavy Vehicle use will cause more damage. Need a provision in DCO that NGV pays for road repairs.
 - o B1125 is projected to be used by workers. The road is already hazardous because of high volumes and speeds because of SZC traffic. Additional LL traffic will compound the problem. LL traffic should not be allowed to use the B1125.
 - o Additional traffic on the A12 will damage it further – the potholes at the moment are very dangerous. DCO must include a repair clause.

- o Abnormal Indivisible Loads: SeaLink proposals to get ALLs over the Benhall Bridge do not work – the mini-bridge is impractical and strengthening the bridge will impact on passenger and SZC rail use. The SCC proposal uses a haul road - so how will transformers be delivered during operation? LL has not even mentioned this issue in its proposal.
- o LL will add more traffic to the A12 which is due to have major upgrades around A14 and Woodbridge when SZC, Sea Link and LL are due to happen. This will cause significant congestion and problems from Woodbridge = congestion and tourism impacts.
- *Health and wellbeing:* The project will add to the stress of local residents having to endure roadworks, congestion, light pollution, noise and the destruction of their home which is being transformed into an industrial zone.
- *Ecology and biodiversity:* NGV acknowledges significant effects during – but offers very little detail. A targeted consultation on ecology and biodiversity is necessary before the DCO.
- *Converter station (and Sea Link's CC):*
 - o WPC share all concerns expressed by Saxmundham TC.
 - o Why is it being built on a hill?
 - o Sea Link said during its ExA that LL will follow Sealink design - this sounds sensible but means that the design will have been agreed before LL DCO examination.
- *Socio-economics, recreation and tourism:*
 - o research produced by Destination Research Ltd, using the Cambridge Model for East Suffolk's visitor economy, showed that the tourist economy in 2024 was valued at £743m and that it supported 15,500 jobs. A 5% decline would result in £37.1m lost value and 775 job losses. Local stores are already reporting a 30% decline in trade...
 - o Local traders are taking NSIP work – they stop working for the residents
 - o A targeted consultation on socio-economic impacts is necessary before the DCO.
- *Public rights of way and recreational routes:* NGV states that the project will require the temporary diversion of public rights of way, *which is likely to give rise to significant effects*. How will they mitigate these impacts?
- *Cumulative impacts of LL and the NSIPs.*
 - o The cumulative impact of all of these concerns about LL need to be considered together.

- o the cumulative impact of all of the impacts of all of the NSIPs need to be considered together. The economy, the environment and the health and well-being of local residents are being jeopardized for a commercial projects which could be more cheaply and more appropriately be located elsewhere.
- o A targeted consultation NSIP cumulative impacts is necessary before the DCO.