

VikingLink

nationalgrid

UK Onshore Scheme

Phase 1 Consultation

Feedback Report Volume 3

VKL-08-06-G500-003

August 2016



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Connecting Europe Facility

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Appendix 1 Presentation made to Parish and Town Councils (Jan/Feb 2016)



Introductions

- David Moore – Project Manager
- Liz Wells – Consents Officer
- Donna Burnell – Community Relations

Why we're here

To introduce you to the Viking Link project and to seek your views on what is important to your community

What is Viking Link?

A proposal to build a High Voltage Direct Current (HVDC) electricity interconnector between Great Britain and Denmark

Being developed by National Grid Viking Link Ltd with its Danish development partner Energinet.dk

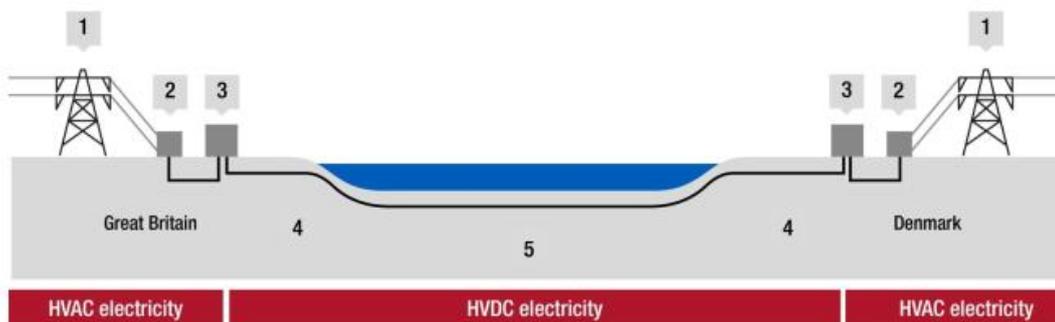
National Grid Viking Link Ltd is separate to National Grid Electricity Transmission Plc which has the licence to own and operate the high voltage electricity transmission system in England and Wales

Energinet.dk owns, operates and develops the Danish electricity transmission systems. It owns and operates several interconnectors between Denmark and other countries



2016

What is an electricity interconnector?



- | | |
|--|---|
| <ol style="list-style-type: none"> 1. Existing network 2. Substation 3. Converter station 4. Underground cables 5. Submarine cables | <ul style="list-style-type: none"> • HVAC = High Voltage Alternating Current • HVDC = High Voltage Direct Current |
|--|---|

2016



2016

UK onshore elements

- Bicker Fen substation has been identified as the most appropriate connection into the National Grid
- We need to identify where to bring the interconnector cables onshore
- We need to build a DC/AC converter station close to Bicker Fen substation. Options for converter station sites are being explored
- We want to consult with local communities to hear their views before identifying preferred landfall and converter station sites
- We will then identify cable route corridor options to connect the landfall site to the converter station, and the converter station to Bicker Fen substation

2016

Cable landing and routeing

We are considering a number of options

- Assessment of environmental constraints
- Technical accessibility and feasibility study
- Assessment of offshore cable route constraints
- Discussions with parish councils

We will consult with local communities, local authorities and other stakeholders



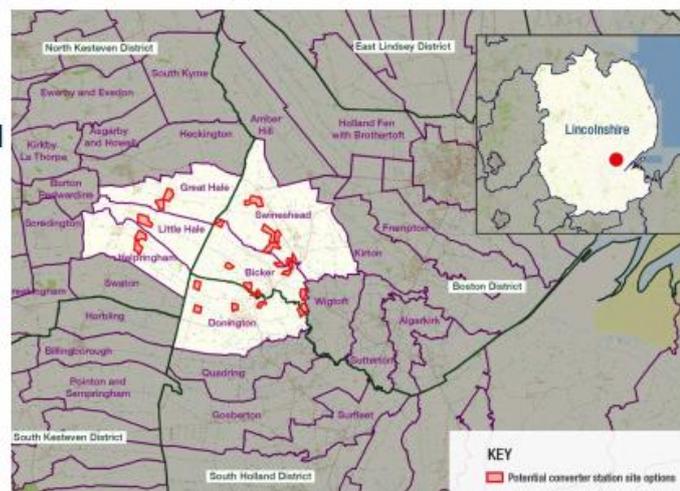
2016

Converter station

We are considering a number of options

- Assessment of environmental constraints
- Accessibility for construction and operational traffic
- Routeing options for AC cable to Bicker Fen substation
- Discussions with parish councils

We will consult with local communities, local authorities and other stakeholders



2016

Cable routing

- When we have identified our preferred landfall site, we will consider the options for an onshore DC cable route
 - Assessment of environmental constraints
 - Accessibility for construction traffic
 - Drainage and drain crossings
- We will consult with local communities, local authorities and other stakeholders

2016

What's important to your parish?

Please let us know what is important in your area and to your local community

Please tell us if you have any other concerns

We will invite you to participate in our consultation later in the spring or you can tell us at any time by post, email or phone

2016

How would you like us to engage?

- We will expect to start public consultation on potential landfall and converter station site options in spring 2016
- How best can we consult with the local community?
 - Public exhibitions in village halls
 - Meetings with landowners
 - Parish newsletters
 - Project website
 - Twitter
 - Other?



Please let us know how best to engage with the local community

2016

Questions

Contact details

Email: vikinglink@communityrelations.co.uk
Tel: 0800 731 0561
Web: www.viking-link.com

2016

Appendix 2 Display Boards from Bicker Public Information Event



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Viking Link Interconnector

Public information event for Bicker Parish

Why we're here today

We're here today to introduce the Viking Link project, to explain what we want to build and to answer any questions you may have.

We also want to seek your views on what's important to your community. This will help us to understand the local area as we consider potential site options for a converter station.



Later in the spring, we will hold a public consultation on potential site options for a converter station and landfill site. We will provide more information on what we want to build and where it may be located and we will seek your feedback on our proposals.

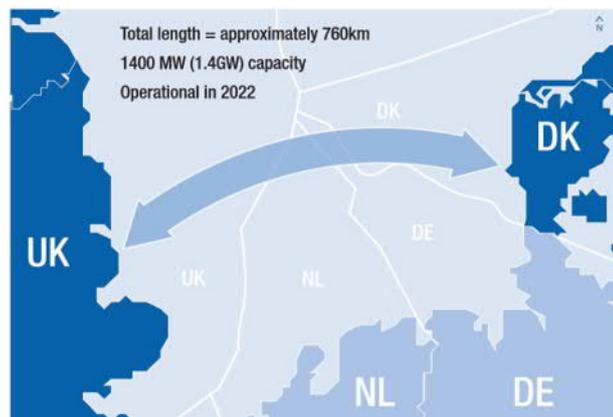
Contact us

Email: vikinglink@communityrelations.co.uk
Tel: 0800 731 0561
Web: www.viking-link.com



What is Viking Link?

Viking Link is a proposal to build a High Voltage Direct Current (HVDC) electricity interconnector between the United Kingdom and Denmark.



The project is being developed by National Grid Viking Link Ltd with its Danish development partner Energinet.dk.

National Grid Viking Link Ltd is a wholly owned subsidiary of National Grid Group and is legally separate from National Grid Electricity Transmission Plc which has the licence to own and operate the high voltage electricity transmission system in England and Wales.

Energinet.dk owns, operates and develops the Danish electricity transmission systems. It owns and operates several interconnectors between Denmark and other countries.

Viking Link is in an early stage of development and more information will be made available as part of the public consultation due to take place this spring.



Britain is getting more connected



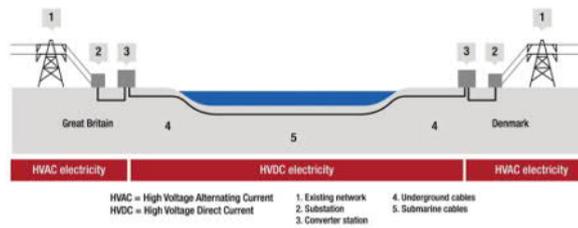
Interconnectors like Viking Link can bring many benefits, including:

- improved security of supply – by enabling the import of generation from neighbouring interconnected markets.
- lowering the cost of electricity through cross-border trade in electricity and shared use of the cheapest generation sources. This can help consumers in an expensive market to benefit from cheaper imports.
- increased market for producers, such as wind power generators. Interconnectors increase opportunities to sell electricity, reducing surplus and adding value.
- contributing to the development of the EU single market and the optimal use of resources across EU Member States.



What is an electricity interconnector?

An interconnector is a connection between the electricity transmission systems of different countries, in this case via submarine cables. An interconnector provides the opportunity to trade electricity with other countries, helping to ensure a safe, secure and affordable energy supply for the nations involved.





UK onshore elements



We need to bring a pair of electricity cables onshore and run them underground to a new converter station before connecting into the high voltage electricity transmission network.

- Bicker Fen substation has been identified as the most appropriate connection into the electricity transmission network
- We need to identify where to bring the interconnector cables onshore
- We need to build a DC/AC converter station close to Bicker Fen substation. Options for converter station sites are being explored

Later in the spring, we will consult with local communities to hear their views before identifying preferred landfall and converter station sites.

We will then identify cable route corridor options to connect the landfall site to the converter station, and the converter station to Bicker Fen substation.



Cable landing

We are considering a number of potential landfall options which will be assessed taking into account:

- Physical and environmental constraints
- Accessibility and technical feasibility
- Offshore routing constraints
- Discussions with parish and town councils

We will consult with local communities, local authorities and other stakeholders.



VikingLink

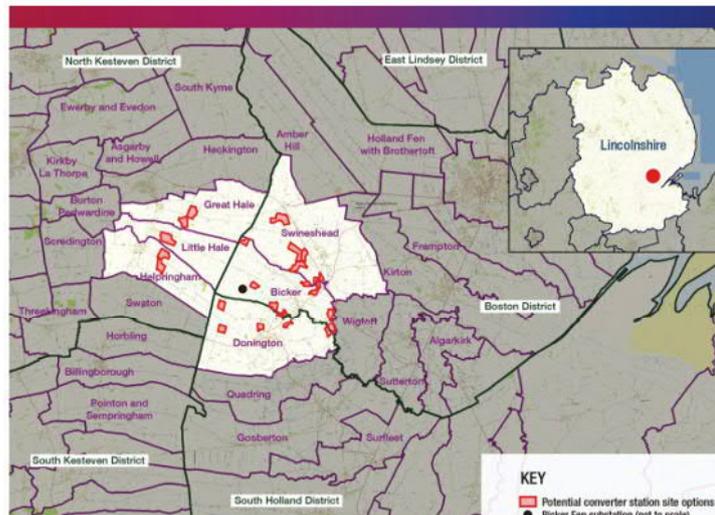
nationalgrid | ENERGINET/DK

Converter station

We are considering a number of potential options which will be assessed taking into account:

- Physical and environmental constraints
- Accessibility for construction and operational traffic
- Routing options for AC cables to Bicker Fen substation
- Routing options for DC cables to the coast
- Discussions with parish councils

We will consult with local communities, local authorities and other stakeholders.





What's important to your area?

Please let us know what is important in your area and to your local community.

We would like to know what matters locally as part of our process to identify potential sites and routes for our project.

How would you like us to engage?

We will expect to start public consultation on potential landfall and converter station site options in spring 2016.

How best can we consult with the local community?

- Public exhibitions in village halls
- Meetings with landowners
- Parish newsletters
- Project website
- Twitter
- Other?

Please use the post-its and paper available to write down anything you think we should take into account - or alternatively please let a member of our team know.

Contact us

Email: vikinglink@communityrelations.co.uk
Tel: 0800 731 0561
Web: www.viking-link.com



Next steps

2014	2015	2016	2017	2018	2019	2022
Cooperation agreement between National Grid and Energinet.dk	Ogtern 'top and floor' regulatory regime confirmed PO status confirmation	Seabed surveys Public consultation begins	Submit Consents application Consents granted by UK, Dutch, German and Danish Authorities	Contracts awarded Final investments decision	HVDC cable manufactured Commenced construction	Testing and commissioning

Later in the spring, we will consult on with local communities to hear their views before identifying preferred landfall and converter station sites.

We will notify you before the start of consultation and inform you of dates, times and locations for public consultation events and where you can find all the relevant information.

In the meantime, if you have any questions please speak to a member of the team today or contact our community relations team using the information below:

Email: vikinglink@communityrelations.co.uk
Tel: 0800 731 0561
Web: www.viking-link.com

We want to make our consultation accessible to as many people as possible



Appendix 3 Invitation Letters to Phase 1 Consultation

Post: FREEPOST VIKING LINK
 Tel: 0800 731 0561
 Email: vikinglink@communityrelations.co.uk



7 April 2016

Dear

Viking Link: Public consultation on shortlisted sites, April – May 2016

I would like to invite you to take part in the upcoming consultation on the Viking Link project.

We have shortlisted four areas where a converter station could be located and three options for a landfall point and I can confirm that your land is located within the survey area for one of these sites. A map of the shortlisted sites can be found overleaf.

Our land agents should already be in contact with you regarding access to your land to conduct surveys and I appreciate your assistance as we start to carry out detailed site assessments.

We are holding a number of consultation events over the next few weeks and you may also receive a general invitation letter which has been sent to all residents in the area. At these events you will be able to find out more information about the project, the site selection process and the next steps. Members of the project team will be available to answer any queries you may have.

The consultation will start on **Monday 11 April** and close on **Friday 20 May 2016** and public events will be held near locations where we have shortlisted site options for a converter station site and a landfall site.

Public consultation events: Converter station areas

Venue	Date	Time
Swineshead Village Hall	Thursday 14 April 2016	12pm-8pm
Bicker Village Hall	Saturday 16 April 2016	10am-4pm
Donington, The Ruby Hunt Centre	Friday 22 April 2016	12pm-8pm

Public consultation events: Landfall areas

Venue	Date	Time
Anderby Village Hall	Thursday 21 April 2016	12pm-8pm
Huttoft Village Hall	Saturday 23 April 2016	10am-4pm
Sandilands, Grange & Links Hotel	Wednesday 27 April 2016	12pm-8pm

Post: FREEPOST VIKING LINK
Tel: 0800 731 0561
Email: vikinglink@communityrelations.co.uk

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Following the consultation period we will be able to confirm a preferred converter station location and cable landfall. We will then begin considering and consulting on onshore cable route options between the landfall and converter station, and between the converter station and Bicker Fen substation. We will carry out further consultation on cable routing options in the summer.

More information on the project can be found on our website www.viking-link.com and will be available at the events.

If you have any questions, please do not hesitate to contact the project community relations team on 0800 731 0561 or email vikinglink@communityrelations.co.uk.

Please feel free to pass on this invitation to others who you feel would be interested in the consultation.

We look forward to seeing you at one of the events.

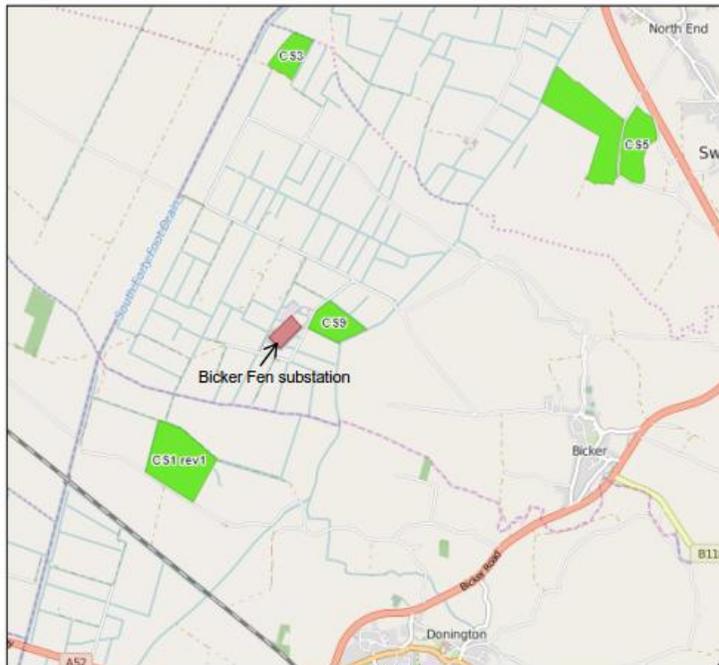
Yours sincerely



Oliver Wood
Project Director

Post: FREEPOST VIKING LINK
 Tel: 0800 731 0561
 Email: vikinglink@communityrelations.co.uk

Shortlisted converter station areas



Shortlisted landfall areas



Post: FREEPOST VIKING LINK
Tel: 0800 731 0561
Email: vikinglink@communityrelations.co.uk



1 April 2016

Dear Resident

Viking Link: Public Consultation April – May 2016

We would like to invite you to take part in the upcoming consultation on our Viking Link project. The consultation will start on **Monday 11 April** and close on **Friday 20 May 2016**.

Viking Link is a proposed 1400 MW high voltage direct current (HVDC) electricity link between the British and Danish transmission systems connecting at Bicker Fen substation in Lincolnshire and Revsing in southern Jutland, Denmark. The project will involve the construction of a converter station in each country and the installation of subsea and underground cables between each converter station and underground cables between the converter station and substation in each country.

The project is being jointly developed by National Grid Viking Link Limited, a wholly owned subsidiary of National Grid Group, and Energinet.dk which owns, operates and develops the Danish electricity and gas transmission systems.

We now need to identify where to bring the pair of HVDC subsea interconnector cables onshore and where to build the converter station close to Bicker Fen substation. We have shortlisted four areas where a converter station could be located and three options for a landfall point – see maps overleaf.

Your property is within our consultation zone for either the converter station site options or the landfall site options and we would like to hear your views on the project and the shortlisted options. Your opinions are important to us and we will take your views into account when we select a preferred landfall point and converter station site.

Six public consultation events are planned and we would like to welcome you to come along to find out more about the project and speak with members of the project team.

PTO

Post: FREEPOST VIKING LINK
 Tel: 0800 731 0561
 Email: vikinglink@communityrelations.co.uk



Public consultation events: Converter station areas

Venue	Date	Time
Swineshead Village Hall	Thursday 14 April 2016	12pm-8pm
Bicker Village Hall	Saturday 16 April 2016	10am-4pm
Donington, The Ruby Hunt Centre	Friday 22 April 2016	12pm-8pm

Public consultation events: Landfall areas

Venue	Date	Time
Anderby Village Hall	Thursday 21 April 2016	12pm-8pm
Huttoft Village Hall	Saturday 23 April 2016	10am-4pm
Sandilands, Grange & Links Hotel	Wednesday 27 April 2016	12pm-8pm

Following the consultation period we will be able to confirm a preferred converter station location and cable landfall. We will then begin considering and consulting on onshore cable route options between the landfall and converter station and between the converter station and Bicker Fen substation. We will carry out further consultation on cable routing options in the summer.

More information on the project can be found on our website www.viking-link.com and will be available at the events.

If you have any questions, please do not hesitate to contact the project community relations team on 0800 731 0561 or email vikinglink@communityrelations.co.uk.

Please feel free to pass on this invitation to others who you feel would be interested in the consultation.

We look forward to seeing you at one of the events.

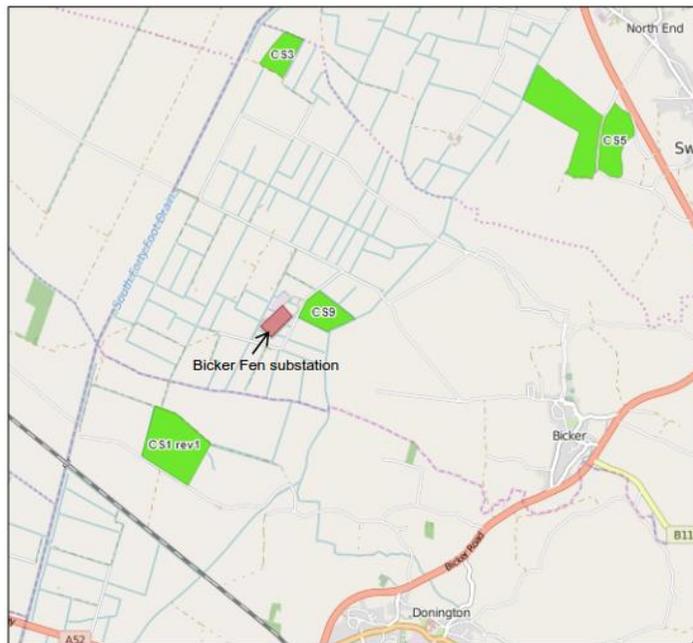
Yours faithfully



Oliver Wood
 Project Director

Post: FREEPOST VIKING LINK
 Tel: 0800 731 0561
 Email: vikinglink@communityrelations.co.uk

Shortlisted converter station areas



Shortlisted landfall areas



Appendix 4 Phase 1 Consultation Poster

Viking Link Interconnector

Public consultation events in your area



We are consulting on the proposed Viking Link interconnector project and would like to invite you to attend one of our upcoming consultation events.

Viking Link is a proposed 1400 MW high voltage direct current (HVDC) electricity link between the British and Danish transmission systems connecting at Bicker Fen substation in Lincolnshire and Revsing in southern Jutland, Denmark.

The consultation will start on **Monday 11 April** and close on **Friday 20 May 2016** and public events are being held in your area:

Public consultation events: Converter station areas

Venue	Date	Time
Swineshead Village Hall	Thursday 14 April 2016	12pm-8pm
Bicker Village Hall	Saturday 16 April 2016	10am-4pm
Donington, The Ruby Hunt Centre	Friday 22 April 2016	12pm-8pm

Public consultation events: Landfall areas

Venue	Date	Time
Anderby Village Hall	Thursday 21 April 2016	12pm-8pm
Huttoft Village Hall	Saturday 23 April 2016	10am-4pm
Sandilands, Grange & Links Hotel	Wednesday 27 April 2016	12pm-8pm

If you have any immediate questions or are unable to make the events and want more information please contact the project team or visit our website.

Freephone: 0800 731 0561
Email: vikinglink@communityrelations.co.uk

Post: FREEPOST VIKING LINK
Web: www.viking-link.com

We look forward to seeing you

Appendix 5 Summary of Media Coverage relating to Phase 1 Consultation

23 March 2016 | Boston Standard | David Seymour

€2b power project progresses

The so-called 'Viking Link' would see an electricity interconnect being laid over a distance of 740km from Denmark to the National Grid's substation at Bicker Fen.

23 March 2016 | Boston Standard | Unattributed

Response to council's 'grave concerns'

Sara Wilcox, from National Grid, said: "We understand the concerns expressed by the county council, which is why we very much want to work with them and with local residents and landowners to find the best locations for our cables and converter station and to minimize the impact on local communities."

23 March 2016 | East Lindsey Target | Elaine Davies

Protestors angry over cabling consultation

Spokesperson for the National Grid Sara Wilcox said there were originally 21 potential converter station sites around Bicker Fen.

24 March 2016 | Spalding Guardian | David Seymour

£1.6b power project progresses

Sara Wilcox, from National Grid, said: "We understand the concerns expressed by the county council, which is why we very much want to work with them and with local residents and landowners to find the best locations for our cables and converter station and to minimize the impact on local communities."

23 March 2016 | Skegness Standard Spilsby | David Seymour

€2b power project progresses

He added: "However, we do recognise the importance of major projects like Viking Link to the country's energy security and are keen to work with National Grid to find a solution that is in everyone's best interests."

26 March 2016 | BBC Radio Lincolnshire | Unattributed

National grid project

It's claimed an energy projects planned for the Lincolnshire coast will need two years of upheaval and disruption. The National grid want to link Britain and Denmark with two cables which would come ashore in Lincolnshire.

27 March 2016 | BBC 1 Yrks | Unattributed

Viking link featured

An electricity cable from Denmark through the North Sea and into Lincolnshire named Viking link is being called as 'controversial'. National Grid is the power company that was given permission to execute this project.

28 March 2016 | BBC Radio Humberside | Unattributed

Power cables

National grid is urging the public to get involved in the consultation plans to put a giant electricity cables from Denmark on the North sea and into Lincolnshire. The Viking link will mean the UK would be able to import power from the continent.

12 April 2016 | Lincolnshire Free Press | Unattributed

Consultation events over power plan

Consultation events are to be held near Boston this week over £1.6million plans for an electricity cable link between Denmark and Bicker Fen. The Viking Link would see cabling being laid over a distance of 740km from Denmark to a National Grid substation at Bicker Fen. A converter station would also be needed in the Bicker Fen area to change the 'direct current' electricity into the 'alternating current' that is used on land.

13 April 2016 | Boston Standard | David Seymour

Consultation over €2b energy scheme

The Viking Link would see cabling being laid over a distance of 740km from Denmark to a National Grid substation at Bicker Fen. A converter station would also be needed in the Bicker Fen area to change the 'direct current' electricity into the 'alternating current' that is used on land. Underground cables would then link the converter station to the existing Bicker Fen electricity substation. Those behind the link say it will help provide the UK with a secure supply of affordable energy and move it towards greener sources of power.

13 April 2016 | Sleaford Standard | Unattributed

Consultation begins over Viking Link

Those behind the Viking Link project say it will help provide the UK with a secure supply of affordable electricity and help it move towards more renewable and low carbon sources of energy. The project is being developed in co-operation between National Grid Viking Link and Energinet.dk, the Danish electricity transmission system operator. It would involve installing two high-voltage, direct current, undersea and underground cables between Denmark and Bicker Fen.

20 April 2016 | Skegness Standard Spilsby | David Seymour

Consultation over cable link scheme

Oliver Wood, National Grid Viking Link project director, said: "We want to work with the local community to find the best location for our equipment and to minimise any impact on local communities."

27 April 2016 | East Lindsey Target | Unattributed

Viking Link draws 150 to meeting

More than 150 people attended a meeting organised by an action group opposed to a proposed power project across the Lincolnshire coast. The Viking Link project is to bring electricity into the UK from Denmark. 27 at Sandilands Grange and Links Hotel at Sutton on Sea from noon to 8pm. The project is being jointly developed by National Grid Viking Link Limited, a wholly-owned subsidiary of National Grid Group, and Energinet.dk which owns, operates and develops the Danish electricity and gas transmission the process.

27 April 2016 | Boston Target | Lisa Porter

Vibration concern over Viking Link

More than 150 people attended a meeting organised by the Swineshead Viking Action Group. National Grid Viking Link project director Oliver Wood, said: "We would really like to hear what people think. We would welcome the opportunity to explain the project and answer any questions."

14 April 2016 ITV.com (Web)

Consultation on 'Viking Link' plans to connect electricity systems between Lincolnshire and Denmark

Lincolnshire people who want to have their say over a proposed electricity cable link between Denmark and Bicker Fen, near Boston, are being advised that the first public consultation events begin this week.

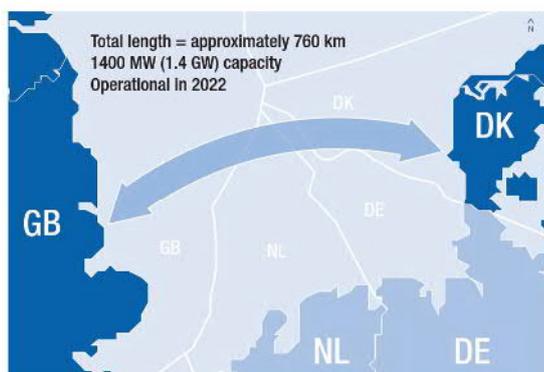
Appendix 6 Information Panels from Landfall Consultation Events



Welcome to Viking Link

Viking Link is a proposed 1400 MW high voltage direct current (DC) electricity link between the British and Danish transmission systems connecting at Bicker Fen substation in Lincolnshire and Revsing in southern Jutland, Denmark.

Viking Link will allow electricity to be exchanged between Great Britain and Denmark.



The project is being jointly developed between National Grid Viking Link Limited and Energinet.dk.

National Grid Viking Link Limited (NGVL) is a wholly owned subsidiary of National Grid Group and is legally separate from National Grid Electricity Transmission Plc (NGET) which has the licence to own and operate the high voltage electricity transmission system in England and Wales.

Energinet.dk is an independent public enterprise owned by the Danish state as represented by the Ministry of Energy, Utilities and Climate. It owns, operates and develops the Danish electricity and gas transmission systems.

CONTACT US

e vikinglink@communityrelations.co.uk
t 0800 731 0561
w www.viking-link.com

Why we are here

Thank you for coming to this public consultation event about our proposals for Viking Link. The project is at an early stage and the impact of any proposals on local people and the environment will be carefully considered as we develop our project.

We intend to apply for planning permission for the British onshore works through the local planning process and we will consult and listen carefully to local communities as we develop our plans.

Today we would like to introduce the project and explain what we want to build. We will show you the work we have done so far to identify potential site options, and seek your views on the site options we have identified for a landfall site and for a converter station.

Your feedback is important to us and it will help us decide which site options to take forward.

Members of the project team are here today and are happy to discuss any queries or comments you may have.

Once we have confirmed our preferred landfall site and converter station location, we will start to identify where the underground cables may be routed.

If you would like to be kept updated on the progress of our proposals, please leave your contact details at the sign-in desk. You can leave your views on our proposals and the site options we are consulting on by completing a feedback form which are available here today. Please speak to a member of the team to make sure you receive your form.

Our partners, Energinet.dk, will hold similar consultation events in Denmark to identify feedback on the Danish onshore infrastructure.

Together, we are consulting with Dutch and German authorities about our submarine cable route as well as other offshore stakeholders with an interest in the project.



CONTACT US

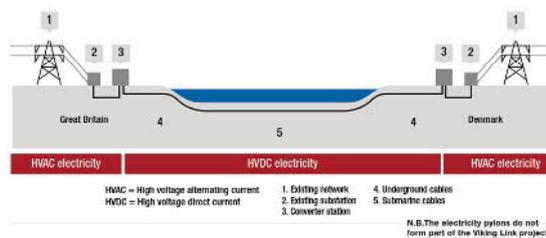
e vikinglink@communityrelations.co.uk
t 0800 731 0561
w www.viking-link.com

What is Viking Link?

Viking Link will involve the construction of a converter station in each country and the installation of submarine and underground cables between each converter station and underground cables between the converter station and substation in each country.

The cables will run for approximately 760 km between Great Britain and Denmark and will require the use of high voltage direct current (DC) technology. The electricity networks in Great Britain and Denmark both use high voltage alternating current (AC). Viking Link will use DC technology because it is more effective at transmitting large volumes of electricity over longer distances and provides more control over the power flow.

The diagram below shows the different parts of an interconnector:



The converter station in each country will change the electricity between DC and AC, which is what we use in our homes.

Each end of the link will be connected to an existing substation which will need to be developed to accommodate the new connection. In Great Britain, Viking Link will connect to the existing NGET 400 kV substation at Bicker Fen, Lincolnshire. Connecting to the substations will enable the electricity to be delivered to homes and businesses.

CONTACT US

e vikinglink@communityrelations.co.uk
t 0800 731 0561
w www.viking-link.com



VikingLink

nationalgrid

Getting more connected

Interconnectors bring benefits to both consumers and producers.

Great Britain faces a major challenge in how it continues to meet the country's increasing energy needs and in addressing the problem of climate change.

Interconnectors like Viking Link can help address these challenges and can bring many benefits, including:

- Improving diversity and security of energy supply by enabling the import of electricity generated from neighbouring interconnected markets.
- Helping the Government meet its carbon reduction commitments by providing access to a well-developed, low cost renewable energy market.
- Lowering the cost of electricity through cross-border trade in electricity and shared use of the cheapest generation sources. This can help consumers in an expensive market to benefit from cheaper imports.
- Increasing market for producers, such as wind power generators – interconnectors increase opportunities to sell electricity, reducing surplus and adding value.
- Facilitating competition in the European market and the optimal use of resources across European Union (EU) Member States.



The European Commission has identified Viking Link as a Project of Common Interest (PCI). This means it should deliver significant benefits for at least two European Member States, further support market integration and competition, enhance security of energy supply and contribute to reducing CO₂ emissions. PCIs are governed under Regulation (EU) No 347/2013 on guidelines for trans-European energy infrastructure, referred to as the TEN-E Regulations.

In Great Britain there are four operational interconnectors which together total 4 GW – around 5% of existing electricity generation capacity. National Grid has two further projects under construction. Nine more interconnectors are being developed.

For every 1 GW of new interconnector capacity it is estimated Britain's wholesale power prices could reduce by 1-2%. 4-5 GW of new links to Europe could unlock up to £1 billion per year of benefits to energy consumers.



What is a landfall site?



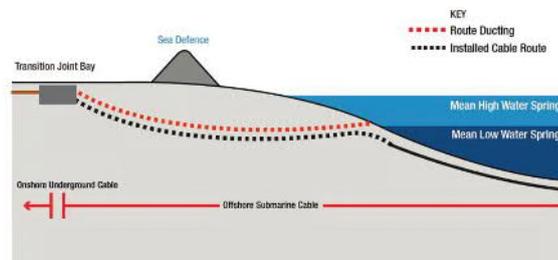
A landfall is where submarine cables come onshore and are connected to the onshore cables.

We need to bring our cables onshore somewhere along the Lincolnshire coast.

Once the submarine cables come onshore, we will need to build a transition joint pit to connect them to the underground cables.

All our cables will be installed underground at the landfall site and when work is complete, nothing will be visible.

We will seek to minimise disruption to local residents as much as practicable and we will work with local authorities and communities to identify the best time of year to undertake the work.



Schematic of a typical landfall

Further information on our assessment is set out in the Viking Link Landfall and Converter Station Site Selection Report, copies of which are available to view today.



Our approach to site selection

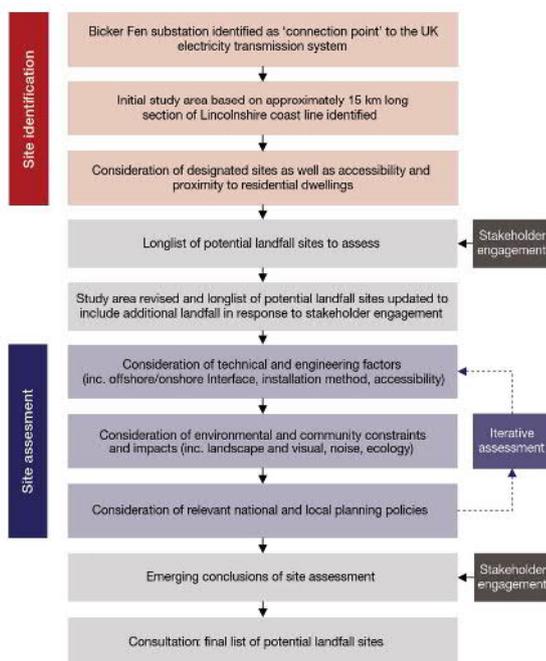
We need to find a suitable site to bring our submarine cables onshore.

We carried out a two-stage assessment approach to help us identify potential landfall sites.

Stage 1 - potential site identification:
Based on mapping of environmental constraints, settlements and residential properties as well as proximity to road network.

Stage 2 - site assessment:
Consideration of a range of potential impacts on the environment, local community and tourism as well as basic technical and engineering factors.

The steps we took are shown below.



Further information on our assessment is set out in the Viking Link Landfall and Converter Station Site Selection Report, copies of which are available to view today.



Our approach to site selection

We need to find a suitable landfall site to bring our submarine cables onshore.

We looked for potential landing points from Skegness in the south to Theddlethorpe in the north and considered a range of factors, including:

- Proximity to residential properties
- Offshore and onshore environmental constraints
- Accessibility and transport routes
- Submarine cable route constraints

We discussed our approach and findings with local authorities and other stakeholder groups and we identified five potential landing sites. These are shown below.



During assessments of these sites, a further potential landfall was identified north of LF1 which we have named LF1a. It is outside of Lincolnshire

Coastal Grazing Marshes, a key constraint. We discounted three sites and the key reasons are given below.

DISCOUNTED SITES

LF3

- Close proximity to caravan park/holiday homes
- Constraints to onshore cable routeing due to existing holiday parks to the south of Chapel St Leonards
- Restricted beach access due to substantial sea defences
- Unsuitable public road access from A52

LF4

- Engineering constraints from other existing cables at landfall make this site not feasible
- Close proximity to settlements including Skegness
- Additional engineering constraints for submarine and onshore cable routeing
- Historic landfill site would need to be crossed

LF5

- Highly designated area – both onshore and offshore (Saltfleet by Theddlethorpe Dunes; Gibraltar Point SAC and SSSI, Lincolnshire Coastal Grazing Marshes)
- Seasonal restrictions on construction work to avoid overwintering birds
- Onward landward routeing for proposed cables heavily constrained - length of Lincolnshire Coastal Grazing Marshes to be crossed is greater than length of HDD available

We would like to hear your views on our assessments and on the detailed findings for the three shortlisted sites.

Please let us know if there is anything else you think we should take into consideration.

This will help us to select a preferred landfall site.



Options for a landfall site

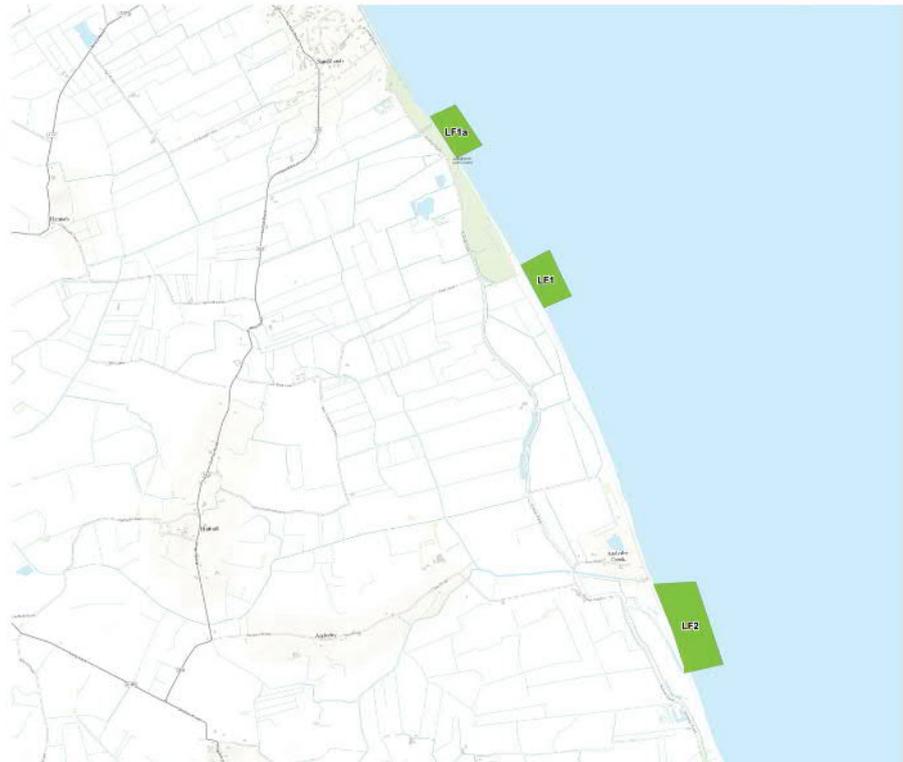
We assessed all the landfall sites and after careful consideration, we have shortlisted three sites. Each has its own merits and we do not have any preference between them at this stage.

Installation methods

There are two methods available for landfall construction depending on site conditions.

- Open cut trenching
- Trenchless installations – such as horizontal directional drilling (HDD)

We expect to use trenchless methods to avoid any disturbance of the beach and sea defences.



Please note: The land areas shown are larger than the area we will need for our construction work

Is there anything else you think we should take into consideration when identifying our preferred site?



Landfall site LF1

LF1 is located 3.5 km east of the village of Huttoft and consists of a long strip of sandy beach backed by dunes covering a concrete sea wall.

Our assessment has identified the following important considerations:

Technical and engineering considerations

- Concrete sea wall (potentially piled to 9 m depth) forms main sea defence
- Appears possible to cross Lincolnshire Coastal Grazing Marshes area by using trenchless methods
- No sea groyynes evident

Working area

- Sufficient land identified to accommodate trenchless construction methods, transition joint pit, associated temporary construction compounds and laydown areas

Access, traffic and transport

- Distance to nearest main road is 2.3 km to A52
- Potential access from A52 via Sea Road through Anderby village
- Construction traffic could pass residential areas and caravan parks
- Potential alternative access by building 2.2 km haul road (to be assessed)
- Three potential direct beach access points
- A narrow bridge across Main Drain
- Traffic congestion during busy tourist season

Noise

- Noise would be temporary during construction only
- Isolated houses and farms along Sea Lane
- Mitigation could help reduce noise related effects



Ecology

- Habitat Regulations Assessment Screening exercise may be undertaken to ensure no impact to Greater Wash draft Special Protection Area (dSPA) or nearby designated sites
- Impact on Lincolnshire Coastal Grazing Marshes could be avoided using trenchless construction methods
- Nearby non-designated sites of interest include:
 - Sandlands Golf Course and Dunes Local Wildlife Site
 - Huttoft Car Terrace to Marsh Yard Dune Local Wildlife site
 - Huttoft Bank Dunes Site of Nature Conservation Interest
 - Huttoft Marsh Local Wildlife Site
 - Marsh Yard to Anderby Creek Dunes Local Wildlife Site

Marine

- Beach used during holiday periods
- Popular dog walking site
- Within Environment Agency's Lincshire renourishment scheme
- Opportunity to avoid ecological constraints by using trenchless construction methods
- Area designated under Bathing Waters Directive to south of site
- Proposed Lincs Bell Marine Conservation Zone to north (currently on hold)
- Falls within Lincolnshire Coastal County Park

The reasons we have shortlisted this site are:

- Distant from major residential settlement
- Trenchless construction methods could cross under sea defences and Lincshire area
- Impact on Lincolnshire Coastal Grazing Marshes could be avoided by using trenchless construction methods

Is there anything else you think we should take into consideration when identifying our preferred site?

Landfall site LF2

LF2 extends from the southern edge of Anderby Creek and consists of a strip of sandy beach backed by dunes which form the main sea defence.

Our assessment has identified the following important considerations:

Technical and engineering considerations

- Outfall for Anderby Main Drain to north of area
- Appears possible to cross Lincolnshire Coastal Grazing Marshes area by using trenchless construction methods
- No sea groyynes evident

Working area

- Sufficient land identified to accommodate trenchless construction methods, transition joint pit, associated temporary construction compounds and laydown areas

Access, traffic and transport

- Distance to nearest main road is 3.6 km to A52
- Potential access from A52 via Sea Road through Anderby village
- Construction traffic could pass residential areas and caravan parks
- Potential alternative access by building 4 km haul road (to be assessed)
- No direct beach access points to site identified
- Potential access points to beach via Anderby Creek and at Wolla Bank
- Traffic congestion during busy tourist season

Noise

- Noise would be temporary during construction only
- More noise receptors at northern end of site
- No residential properties immediately inland, nearest properties along Roman Bank near junction with Sea Road
- Mitigation could help reduce noise related effects



Ecology

- Habitat Regulations Assessment Screening exercise may be undertaken to ensure no impact to Greater Wash draft Special Protection Area (dSPA) or nearby designated sites
- Impact on Lincolnshire Coastal Grazing Marshes could be avoided using trenchless construction methods
- Nearby non-designated sites of interest include:
 - Anderby Marsh Nature Reserve Local Wildlife site
 - Anderby Creek Sand Dunes Local Wildlife site

Marine

- Beach use during holiday periods
- Popular dog walking site
- Within Environment Agency's Lincshire renourishment scheme
- Opportunity to avoid ecological constraints by using trenchless construction methods
- Northern part of site area designated under Bathing Waters Directive
- Falls within Lincolnshire Coastal Country Park
- Public art installations along coast such as Cloud Bar at Anderby Creek

The reasons we have shortlisted this site are:

- More distant from residential properties
- Sea defences limited to natural sand dune defence
- Impact on narrow section of Lincolnshire Coastal Grazing Marshes could be avoided by using trenchless construction methods

Is there anything else you think we should take into consideration when identifying our preferred site?

Landfall site LF1A

LF1A is located 1.1 km to the north of LF1 and consists of a long strip of sandy beach backed by dunes covering a concrete sea wall with railings. It is adjacent to Sandilands Golf Club.

Our assessment has identified the following important considerations:

Technical and engineering considerations

- Concrete sea wall (potentially piled to 9 m depth) forms main sea defence
- Sluice gate in sea wall at Boygriff Drain outfall
- No sea groynes evident

Working area

- Sufficient land identified to accommodate trenchless construction methods, transition joint pit, associated temporary construction compounds and laydown areas
- Site constrained by golf course
- Fields to west of Roman Bank could accommodate other work

Access, traffic and transport

- Distance to nearest main road is 1 km to A52
- Potential access from A52 via Sea Flood through Anderby village
- Construction traffic could pass residential areas and caravan parks
- Potential alternative access by building 1.6 km haul road, including crossing a minor road, to be assessed
- Two potential beach access points
- A narrow bridge across Main Drain
- Traffic congestion during busy tourist season

Noise

- Noise would be temporary during construction only
- Isolated houses and farms in area along Roman Bank
- Mitigation could help reduce noise related effects



Ecology

- Habitat Regulations Assessment Screening exercise may be undertaken to ensure no impact to Greater Wash draft Special Protection Area (iSPA) or nearby designated sites
- Nearby non-designated sites of interest include:
 - Sandilands Golf course
 - Dunes Local Wildlife Site

Marine

- Beach use during holiday periods
- Popular dog walking site
- Within Environment Agency's Lincshire renourishment scheme
- Opportunity to avoid ecological constraints by trenchless construction methods
- Proposed Lincs Bolt Marine Conservation Zone offshore (currently on hold)
- Falls within Lincolnshire Coastal Country Park

The reasons we have shortlisted this site are:

- Avoids impact on Lincolnshire Coastal Grazing Marshes
- Trenchless construction methods could cross under sea defences and Lincshire area
- Trenchless construction methods could avoid other ecological impacts

Is there anything else you think we should take into consideration when identifying our preferred site?

Submarine cable route

The submarine cables are a major part of the Viking Link project.

They will run for approximately 650 km between the coasts of Lincolnshire and Denmark, crossing through British, Dutch, German and Danish territorial waters.

We have carried out desktop surveys to identify any constraints, such as environmental designations and important navigational routes. We have also been speaking to relevant stakeholders, national authorities and other organisations.

Two potential cable route corridors for the submarine cables in British waters have been identified:

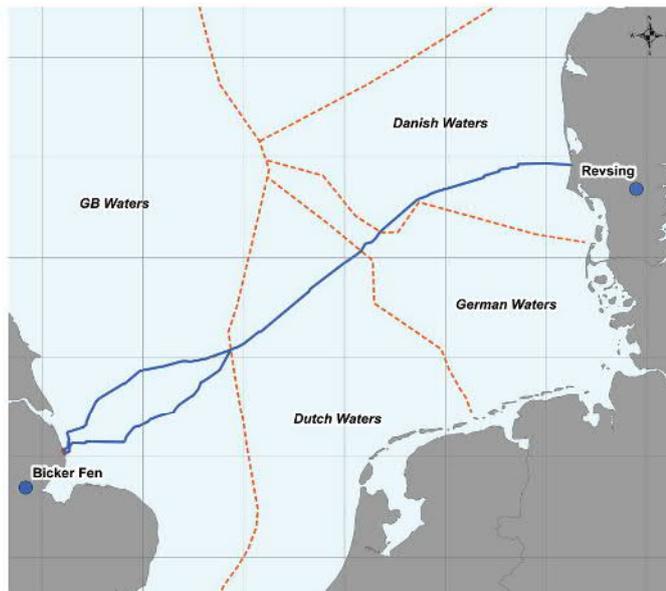
- Both can be routed to any of the shortlisted landfall sites on the Lincolnshire coast
- Both avoid areas with environmental designations
- Both avoid locations identified for aggregate extraction
- Southern route corridor is potentially 3 km shorter and would need to cross fewer cables and pipelines

We will consult on the potential submarine cable route corridors to help us identify a preferred route corridor. We will invite stakeholders to take part in the consultation, including, but not limited to:

- Fishermen
- Natural England
- Marine and Coastguard Agency
- Chamber of Shipping
- Crown Estate

A full marine survey is being carried out. This survey will collect information about the seabed and sub-seabed and will help us in our assessments.

When we have finalised our proposals we will submit an application for a Marine Licence to the Marine Management Organisation (MMO).



Please let us know if you think there is something we should take into consideration when identifying a preferred submarine cable route corridor.

Approach to cable routeing

All our cables will be buried underground and when our construction work is completed, they will not be visible.

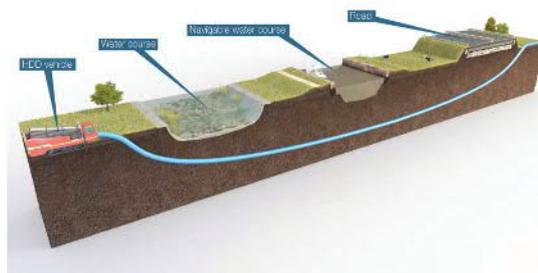
We need to route two underground DC cables for approximately 50 km between the landfill site and converter station. Typically, the cables will be buried in a trench to a depth of approximately 1.5 m depending on ground conditions and activities.

We will also need to identify a suitable route for six underground high voltage AC cables between the converter station and Bicker Fen substation.

We will need to carry out a range of surveys and assessments and hold detailed discussions with local authorities, statutory organisations, landowners and other stakeholders. There are many factors which need to be taken into account, including:

- Impact on local communities
- Land usage and drainage
- Environmental constraints
- Ecology
- Archaeology and cultural heritage
- Impact on transport routes
- Accessibility
- Potential cumulative impacts with other projects in the region
- Constructability

When we have more information, we will consult with parish councils and local residents to identify the most appropriate route corridor for the cables.



This diagram shows the horizontal directional drilling (HDD) technique crossing under a road and water courses.

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Options for a converter station site

We are also consulting on the site options we have identified for where we might build our converter station.

A converter station converts electricity between alternating current (AC), which we use in our homes, and direct current (DC) which is used for transporting electricity over the long distances.

We carried out a three-stage assessment approach to help us identify potential converter station sites.

Stage 1 – site identification: identifying potential converter station sites by mapping environmental and community constraints, such as areas with environmental designations, flood risk and proximity to residential properties

Stage 2 – initial site assessment: assessments and analysis of environmental and community constraints and impacts, plus basic technical and engineering factors

Stage 3 – detailed site assessment: further assessments of key environmental and community factors, in particular, visual, noise and traffic impacts, plus more detailed design options, including possible site layouts

We initially identified 21 potential converter station sites within 5 km of Bicker Fen substation. 5 km is the limit for smallest suitable converter station. Any further than 5 km would need additional equipment, making the converter station larger. We also need to install six AC cables between the converter station and Bicker Fen substation. Minimising the distance between them helps reduce disruption and land take.

We discussed our approach and findings with local authorities and other stakeholder groups. After further assessment and careful consideration of factors such as environmental, engineering and access constraints, and closeness to residential properties, we have **shortlisted four potential sites**.

Each site has its own merits and we do not have any preference at this stage.

Further information on our assessment is set out in our Landfall and Converter Station Site Selection Report.

If you would like to take part in our consultation on these shortlisted converter station sites, you can find out more on our website or by coming along to one of our landfall site public exhibitions.



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Working in the local community

We are committed to being good neighbours and we want to work with you as we develop our proposals.

We are at an early stage of our design work and we aim to minimise any disruption during our survey and exploratory work as well as during the construction work.

We will carry out a full Environmental Impact Assessment (EIA) to understand any potential impacts of our proposals. The report from this assessment, called an Environmental Statement, will be submitted as part of our planning application. We will also submit a Construction Management Plan which will set out how we manage and mitigate impacts during construction.

Submarine cabling

Submarine cables are installed using large specialist vessels which are able to transport and lay long sections of cables (up to 100 km in length). The cables will be buried in the seabed. Some cable joints will need to be made at sea during the installation process.

Onshore cabling

The DC and AC underground cables will be installed using a variety of methods including open cut installation and trenchless techniques, which could include horizontal directional drilling (HDD) depending upon the ground conditions and obstacles along the cable routes. Cable joints will need to be made at sections along the route during installation. These will not be visible once the work is completed.

Converter station

Construction of the converter station will depend on the final design and technology used. The site preparation, ground works and construction of buildings will be followed by the installation of electrical equipment.

We are here to help

If you have any questions or concerns, we are here to help. Please do get in touch.

Tel: 0800 731 0561

Email: vikinglink@communityrelations.co.uk

Write: FREEPOST VIKING LINK

Our telephone service is available between 9am and 5.30pm (Mon – Fri). Outside of these hours an answerphone is in operation and messages will be picked up during the next working day.

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Project timeline

We aim to be operational by 2022

2014	<ul style="list-style-type: none"> Cooperation agreement between National Grid and Energinet.dk NGVL granted interconnector licence 				
2015	<ul style="list-style-type: none"> Ofgem 'cap and floor' regulatory regime confirmed PCI status confirmation 				
2016	<table border="0"> <tr> <td style="color: #800040;">Spring</td> <td style="color: #800040;">Summer</td> </tr> <tr> <td> <ul style="list-style-type: none"> First stage consultation Marine surveys start </td> <td> <ul style="list-style-type: none"> Energinet.dk hold similar consultation events in Denmark Second stage consultation Environmental surveys start </td> </tr> </table>	Spring	Summer	<ul style="list-style-type: none"> First stage consultation Marine surveys start 	<ul style="list-style-type: none"> Energinet.dk hold similar consultation events in Denmark Second stage consultation Environmental surveys start
Spring	Summer				
<ul style="list-style-type: none"> First stage consultation Marine surveys start 	<ul style="list-style-type: none"> Energinet.dk hold similar consultation events in Denmark Second stage consultation Environmental surveys start 				
2017	<p>Consent applications</p> <ul style="list-style-type: none"> Onshore elements of project to Local Planning Authorities Marine elements to Marine Management Organisation Danish offshore and onshore work Netherlands and Germany permits for offshore route through territorial water 				
2018	<ul style="list-style-type: none"> Financial Investment Decision Construction Contracts Awarded 				
2019	<ul style="list-style-type: none"> DC cable manufacture and installation Commence construction 				
2022	<ul style="list-style-type: none"> Testing, commissioning and operating 				

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Next steps

We would like to hear your views on our assessments of the landfall site options and converter station site options, and if there is anything else you think we should take into consideration when identifying our preferred sites.

We would also be interested if you have any views on how the converter station should look.

Feedback forms are available here for you to complete today or you can post them back to us using our freepost address.

**The closing date for consultation feedback
is Friday 20 May 2016.**

All your consultation responses will be considered and we will report back when we confirm our preferred landfall site and converter station site.

We will hold a further consultation in the summer on the design of the converter station and to discuss how we will route the underground cables.

**Thank you for taking the time to attend today's
consultation event.**

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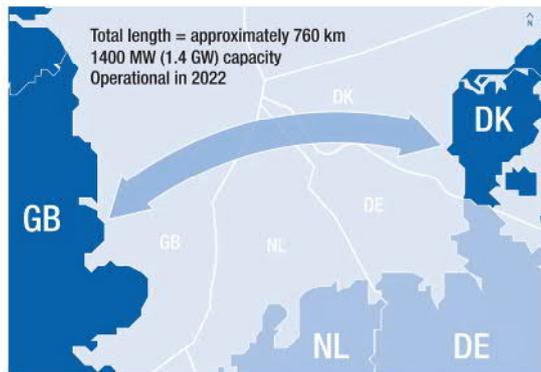
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Appendix 7 Information Panels from Converter Station Consultation Events

Welcome to Viking Link

Viking Link is a proposed 1700 MW high voltage direct current (HVDC) electricity link between the British and Danish transmission systems connecting at Bicker Fen substation in Lincolnshire and Høvsing in southern Jutland, Denmark.

Viking Link will allow electricity to be exchanged between Great Britain and Denmark.



The project is being jointly developed between National Grid Viking Link Limited and Energinet.dk.

National Grid Viking Link Limited (NGVL) is a wholly owned subsidiary of National Grid Group and is legally separate from National Grid Electricity Transmission Plc (NGET) which has the licence to own and operate the high voltage electricity transmission system in England and Wales.

Energinet.dk is an independent public enterprise owned by the Danish state as represented by the Ministry of Energy, Utilities and Climate. It owns, operates and develops the Danish electricity and gas transmission systems.

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Why we are here

Thank you for coming to this public consultation event about our proposals for Viking Link. The project is at an early stage and the impact of any proposals on local people and the environment will be carefully considered as we develop our project.

We intend to apply for planning permission for the British onshore works through the local planning process and we will consult and listen carefully to local communities as we develop our plans.

Today we would like to introduce the project and explain what we want to build. We will show you the work we have done so far to identify potential site options, and seek your views on the site options we have identified for a landfall site and for a converter station.

Your feedback is important to us and it will help us decide which site options to take forward.

Members of the project team are here today and are happy to discuss any queries or comments you may have.

Once we have confirmed our preferred landfall site and converter station location, we will start to identify where the underground cables may be routed.

If you would like to be kept updated on the progress of our proposals, please leave your contact details at the sign-in desk. You can leave your views on our proposals and the site options we are consulting on by completing a feedback form which are available here today. Please speak to a member of the team to make sure you receive your form.

Our partners, Energinet.dk, will hold similar consultation events in Denmark to identify feedback on the Danish onshore infrastructure.

Together, we are consulting with Dutch and German authorities about our submarine cable route as well as other offshore stakeholders with an interest in the project.



CONTACT US

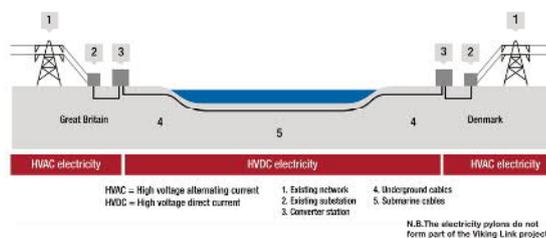
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What is Viking Link?

Viking Link will involve the construction of a converter station in each country and the installation of submarine and underground cables between each converter station and underground cables between the converter station and substation in each country.

The cables will run for approximately 700 km between Great Britain and Denmark and will require the use of High voltage direct current (DC) technology. The electricity networks in Great Britain and Denmark both use high voltage alternating current (AC). Viking Link will use DC technology because it is more effective at transmitting large volumes of electricity over longer distances and provides more control over the power flow.

The diagram below shows the different parts of an interconnector:



The converter station in each country will change the electricity between DC and AC, which is what we use in our homes.

Each end of the Link will be connected to an existing substation which will need to be developed to accommodate the new connection. In Great Britain, Viking Link will connect to the existing NG1ET 400 kV substation at Bicker Fen, Lincolnshire. Connecting to the substations will enable the electricity to be delivered to homes and businesses.

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VikingLink

nationalgrid

Getting more connected

Interconnectors bring benefits to both consumers and producers.

Great Britain faces a major challenge in how it continues to meet the country's increasing energy needs and in addressing the problem of climate change.

Interconnectors like Viking Link can help address these challenges and can bring many benefits, including:

- Improving diversity and security of energy supply by enabling the import of electricity generated from neighbouring interconnected markets.
- Helping the Government meet its carbon reduction commitments by providing access to a well-developed, low cost renewable energy market.
- Lowering the cost of electricity through cross-border trade in electricity and shared use of the cheapest generation sources. This can help consumers in an expensive market to benefit from cheaper imports.
- Increasing market for producers, such as wind power generators – interconnectors increase opportunities to sell electricity, reducing surplus and adding value.
- Facilitating competition in the European market and the optimal use of resources across European Union (EU) Member States.



The European Commission has identified Viking Link as a Project of Common Interest (PCI). This means it should deliver significant benefits for at least two European Member States, further support market integration and competition, enhance security of energy supply and contribute to reducing CO₂ emissions. PCIs are governed under Regulation (EU) No 347/2013 on guidelines for trans-European energy infrastructure, referred to as the TEN-E Regulations.

In Great Britain there are four operational interconnectors which together total 4 GW – around 0% of existing electricity generation capacity. National Grid has two further projects under construction. Nine more interconnectors are being developed.

For every 1 GW of new interconnector capacity it is estimated Britain's wholesale power prices could reduce by 1-2%. 4-5 GW of new links to Europe could unlock up to £1 billion per year of benefits to energy consumers.

Connecting to the network



Bicker Fen substation

National Grid Viking Link (NGVL), the company developing Viking Link, applied to National Grid Electricity Transmission (NGET) for a connection to the national electricity transmission network. NGET undertook a study of possible connection points and a number of different options were considered along the east of England. NGET, together with NGVL, identified Bicker Fen substation as the most appropriate connection point.

Details of all the options identified and the assessments are included in a Connection Point Selection Report provided by NGET and a Strategic Options Report produced by NGVL. Copies of these reports can be viewed here today and are available on the Viking Link website.

This information is provided as background and does not form part of the consultation.

CONTACT US

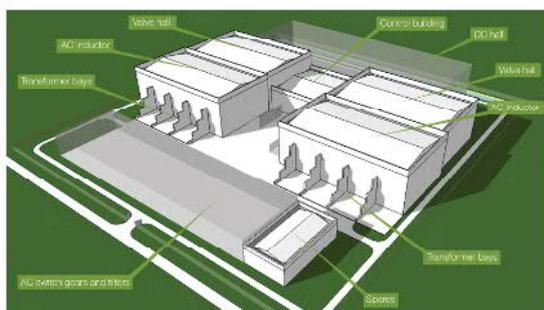
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What is a converter station?

A converter station converts electricity between AC, which we use in our homes, and DC which is used for transporting the electricity between Great Britain and Denmark.

We need to transport the electricity as DC because it is more efficient over very long distances. Using DC will mean we only need two cables.



This diagram is not a proposed design but illustrates the main elements of a converter station, which could be arranged differently.

Typical layout of a converter station

A typical converter station includes a range of specialist equipment, some of which must be located indoors in a series of large buildings, potentially up to 24m tall. A typical converter station includes a control room, transformers, equipment similar to a typical substation, and technology to convert between DC and AC electricity.

We need to find a suitable site to build a converter station. We expect to need about four hectares of land for the operational area.

Please see the available comparable elevation diagram.

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Converter station design

The main visual impact will be from the converter station. It will be made up of various pieces of electrical equipment, housed in buildings. Some parts of the converter station can either be installed within a building or located outside.

We can design the converter station to help it fit into the landscape by using appropriate architectural treatment. We can use different claddings or finishings for the exterior of buildings to reflect existing structures in the area.

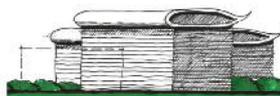
The designs below show some examples of design options and we welcome any thoughts on what you think might work best in your local area.

Any landscaping and screening will vary depending on which location is chosen. We would like to understand what you think is appropriate for the different site options.



Functional

Conceptual



Landmark

We will take on board your comments to help us identify a preferred converter station site. In the summer we will hold a further consultation to provide more information on what the converter station might look like and to seek your views on further design options.

We understand that your landscape is important to you and we will carry out an assessment of the landscape and visual impact of our proposals.

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Our approach to converter station site selection

We carried out a three-stage assessment to help us identify potential converter station sites.

This approach took into account the following:

- Environmental considerations
- Impact on communities
- Planning constraints
- Technical and engineering feasibility
- Safety

The steps we took as part of our three-stage assessment approach are given below.

STAGE 1
Site identification: identifying potential converter station sites by mapping environmental and community factors such as areas with environmental designations, flood risk and proximity to residential properties.

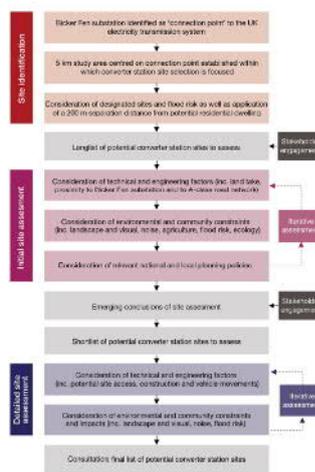
STAGE 2
Initial site assessment: assessments and analysis of environmental and community constraints and impacts, plus basic technical and engineering factors.

STAGE 3
Detailed site assessment: further assessments of key environmental and community factors, in particular, visual, noise and traffic impacts, plus more detailed design options, including possible site layouts.

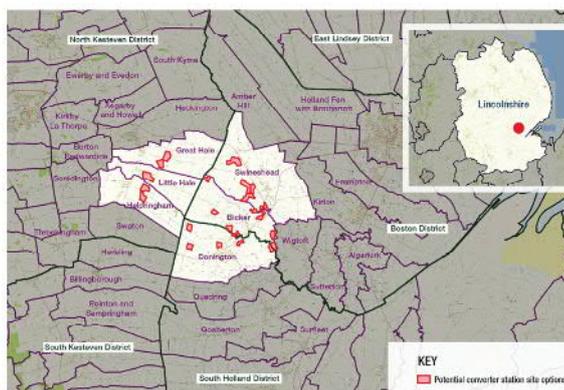
We limited our search area for potential converter station sites to 5 km from Bicker Fen substation for two key reasons:

- Size of converter station - 5 km is the limit, that minimises the equipment, required and, consequently, the land needed for the converter station.
- Impact of AC cables - we need to install six cables between the converter station and Bicker Fen substation. Minimising distance helps reduce disruption and land take.

We discussed our approach and findings with local authorities and other stakeholder groups to help us identify our four shortlisted converter station sites. More information on the shortlisted sites (viz. the four sites taken forward for public consultation) is available in the 'Landfall and Converter Station Site Selection Report'.



Shortlisting our converter station sites



We identified 21 potential converter station sites within 5 km of Bicker Fen substation.

We discussed these with local authorities and statutory stakeholders, such as the Environment Agency and Natural England, to find out what they felt we should consider and any reasons why a particular site might not be suitable.

We also met with parish councils and local residents in the areas identified to find out what's important to the local community.

Following these discussions, further site visits and desktop assessments as part of stages one and two of our approach, we identified eight potential converter station sites.

Our detailed assessment of these eight sites during stage three did not result in a clear preference for one particular site option compared to the others.

We considered technical and engineering issues alongside potential impacts on the environment and the local community and four options (CS1, CS3, CS5 and CS6) emerged as more preferable. These four sites have been shortlisted for public consultation.

The other four options (CS4, CS6, CS10 and CS17) are technically feasible but are either more constrained or have the potential for greater impact on the local community or landscape.

More details on the criteria we used to assess these sites and our site selection process are set out in our 'Land and Converter Station Site Selection Report'.

We do not have any preference between our four shortlisted options at this stage.



Discounted converter station site options

We discounted 13 sites and the key reasons are given below:

Site	Key reasons to discount option
CS2	<ul style="list-style-type: none"> High risk of flooding Challenges arising from proximity to railway line
CS7	<ul style="list-style-type: none"> Limited accessibility requiring significant improvement work Potential for disturbance to larger number of people Distance from Bicker Fen substation meaning longer AC cable route
CS8	<ul style="list-style-type: none"> Limited accessibility requiring significant improvement work Potential for disturbance to larger number of people Distance from Bicker Fen substation meaning longer AC cable route
CS11, CS12, CS13	<ul style="list-style-type: none"> Existing utilities significantly constrain the amount of land available, not possible to develop site
CS14	<ul style="list-style-type: none"> Existing utilities significantly constrain the amount of land available, not possible to develop site Potential for disturbance to larger number of people
CS15	<ul style="list-style-type: none"> Limited accessibility requiring significant improvement work Potential for disturbance to larger number of people Distance from Bicker Fen substation meaning longer AC cable route
CS16	<ul style="list-style-type: none"> Greater environmental impact than alternative sites Distance from Bicker Fen substation requires longer DC and AC cable routes
CS18	<ul style="list-style-type: none"> Limited accessibility requiring significant improvement work Potential for disturbance to larger number of people Distance from Bicker Fen substation meaning longer AC cable route
CS19	<ul style="list-style-type: none"> Limited accessibility requiring significant improvement work Potential for disturbance to larger number of people Distance from Bicker Fen substation meaning longer AC cable route
CS20	<ul style="list-style-type: none"> Potential for disturbance to larger number of people
CS21	<ul style="list-style-type: none"> Land available for development is more constrained reducing flexibility for design

Please let us know if you think there is anything else we should consider.



Converter station site option – CS1

CS1 is located 1.3 km to the south-southwest of Bicker Fen substation, within the parish of Donington, in South Holland District.

Our assessment has identified the following important considerations:

Technical and engineering

LAND

- 15.08 hectare (ha) plot consists of one flat, low lying arable field with no open drainage ditches
- No constraints
- Space for potential landscaping options and appropriate drainage

ACCESS

- 1.84 km from the A52 at the nearest point
- Direct access to a local public road (North Ing Drive)
- Potential route to A52 using existing roads is long (approx. 4 km) and includes quiet, narrow rural roads, bends, junctions and bridges could hinder heavy goods vehicles
- Improvements needed on local roads, including widening and some surface repairs. Bridges need to be checked for suitability
- Potential access route passes residential properties in Northorpe Village
- Could construct a new access road (approx. 2.2 km long) rather than use existing local road network

CABLE CONNECTIONS

- Location of CS1 to south-southwest of Bicker Fen substation would result in longer DC cable route
- AC cable route would be approx. 1.7 km
- AC cable route would need to avoid existing electricity infrastructure associated with Bicker Fen wind farm and substation
- AC cables would need to cross Vicarage Drive before entering substation

Environmental and community considerations

NOISE

- Noise impact not regarded as major constraint
- Potential requirement for noise mitigation measures
- Within 0.5 km of some properties and 2.5 km of Donington

GEOLOGY

- Ground conditions not considered a major constraint

HYDROLOGY

- A proportion of CS1 is within medium to high flood risk zones, South Forty Foot Drain is main cause of flooding
- Locating converter station within the eastern part of the site would reduce flood risk
- Requirement to install flood protection measures such as raising some electrical equipment



AGRICULTURE

- Agricultural land classed as 'very good'
- AC cable route (approx. 1.7 km) is shorter than other options, reducing potential for temporary disturbance to agricultural land
- Requirement for new access road (approx. 2.2 km) increases potential for permanent land take and loss of agricultural land

LANDSCAPE AND VISUAL

- Landscape is open and flat, meaning a converter station would stand out
- Existing large structures in the area (wind turbines and substation)
- Relatively distant from main settlements, but some individual properties within 0.5 km
- Potential to reduce visual impact through design and screening

ECOLOGY

- AC cable route could impact priority woodland habitat

HERITAGE

- Over 1 km from any designated heritage sites
- Potential to find archaeological assets during construction, but impact could be mitigated
- Short length of AC cable reduces likelihood of impact on archaeological assets

THE REASONS WE HAVE SHORTLISTED THIS SITE ARE:

- No constraints on orientation or layout
- Remote from larger settlements and communities reducing potential disturbance
- Proximity to existing development in area allows for better landscape 'fit'
- Closeness to Bicker Fen substation reduces length of AC cable needed - reducing impact on archaeology, ecology and agriculture
- Permanent land take for all infrastructure could be contained in one field
- No significant environmental constraints aside from flood risk
- Potential to develop a new access road to avoid use of local roads through Northorpe village

Is there anything else you think we should take into consideration when identifying our preferred site?

Converter station site option – CS3

CS3 is located 2 km to the north of Bicker Fen substation, within the parish of Bicker, in Boston Borough.

Our assessment has identified the following important considerations:

Technical and engineering

LAND

- 11.68 ha plot consists of flat, low lying arable land within two fields. No open drainage ditches
- Electricity infrastructure for other proposed developments may run through western part of site
- Reduced site area to 8.84 ha to avoid other potential developments
- Reduced plot area can accommodate converter station with limited flexibility for layout and orientation
- Space for potential landscaping options and appropriate drainage

ACCESS

- 2.6 km from A17 at nearest point
- No existing public road access
- Timm's Drove is closest local public road, approx. 600m to north east
- New access road needed from Timm's Drove
- Potential route to A17 using existing local roads is long (approx. 3 km)
- Route passes residential properties
- Improvements needed on local roads, including widening and some surface repairs. Bridges need to be checked for suitability
- Could construct a new access road (approx. 3.3 km long) rather than using local road network

CABLE CONNECTIONS

- Shortest DC cable route compared to sites further south
- AC cable route would be approx. 2.48 km long
- AC cables would need to cross Double Twelves Drove/North Drove and Bicker Drove
- AC Cable route would need to avoid existing electricity infrastructure associated with Bicker Fen wind farm and substation

Environmental and community considerations

NOISE

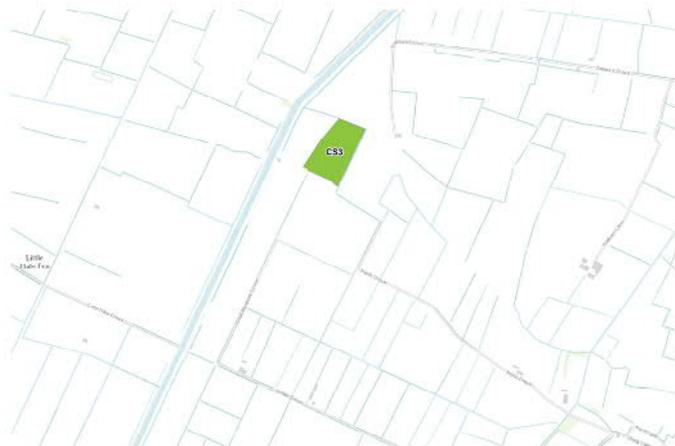
- Not close to large settlements but individual properties located within 2 km
- Possible cumulative effect with Bicker Fen wind farm and associated substation
- Potential requirement for noise mitigation measures

GEOLOGY

- Possible presence of peat may limit ground improvement options

HYDROLOGY

- Located within areas of medium and low flood risk
- Proximity to South Forty Foot Drain will influence design



AGRICULTURE

- Agricultural land classed as "very good"
- Longer AC cable route (approx. 2.48 km) increases potential for temporary disturbance to agricultural land
- Requirement for new access road (approx. 3.3 km) increases potential for permanent land take and loss of agricultural land

LANDSCAPE AND VISUAL

- Landscape is open and flat meaning a converter station would stand out
- South Forty Foot Drain embankment provides some screening to west
- Distant from main settlements, and individual properties greater than 0.5 km from the site
- Potential to reduce visual impact through design and screening
- Proximity to existing and proposed infrastructure means site would be seen within context of similar developments which influence landscape character

ECOLOGY

- South Forty Foot Drain is designated Local Wildlife Site
- Priority habitats next to site and along potential AC cable route

HERITAGE

- Located over 2.5 km from any designated heritage sites
- Potential to find archaeological assets during construction, but impact could be mitigated
- Short length of AC cable reduces likelihood of impact archaeological assets

THE REASONS WE HAVE SHORTLISTED THIS SITE ARE:

- CS3 is large enough and allows for some flexibility of layout and orientation
- Additional suitable land is available next to the site, if required for landscape screening or construction purposes
- Closeness to Bicker Fen substation reduces length of AC cable needed - reducing impact on archaeology, ecology and agriculture
- Proximity to existing and proposed infrastructure development allows for better character 'fit'
- Remote from larger settlements and individual properties, reducing potential disturbance
- Permanent land take for all infrastructure could be contained in two fields
- No significant environmental constraints within the site
- Potential to develop a new access road to avoid use of local roads and bridges

Is there anything else you think we should take into consideration when identifying our preferred site?

Converter station site option – CS5

CS5 is located 2.9 km to the northeast of Bicker Fen substation, within the parish of Swineshead, in Boston Borough.

Our assessment has identified the following important considerations:

Technical and engineering

LAND

- 47.16 ha plot consists of flat, low lying arable land and is split in two by Park Lane
- Western plot is 32.06 ha and forms L-shape across two whole fields and part of another
- Eastern plot is 15.1 ha and includes parts of five fields
- Small section of drain in far south east corner
- Accommodates converter station footprint with minimal constraints to layout or orientation
- Space for potential landscaping options and appropriate drainage
- Temporary construction compound could fit within plot

ACCESS

- 0.04 km from A17 at nearest point
- Direct access to Park Lane, a local public road
- Short route to main road network using existing public road network (320 m)
- Access to main road network without passing residential properties
- Improvements would be needed on Park Lane, include widening and some surface repairs
- Could construct a new access road (approx. 0.5 km long) directly from the A17

CABLE CONNECTIONS

- Shorter DC cable route compared to sites further south
- AC cable route would be approx. 3.7 km long (measured from the centre of both sites)
- AC cables would need to cross drains, including Hammond Beck
- AC cables would need to cross North Drove and Bicker Drove and existing gas pipeline
- AC cables would need to avoid existing electricity infrastructure associated with Bicker Fen wind farm and substation

Environmental and community considerations

NOISE

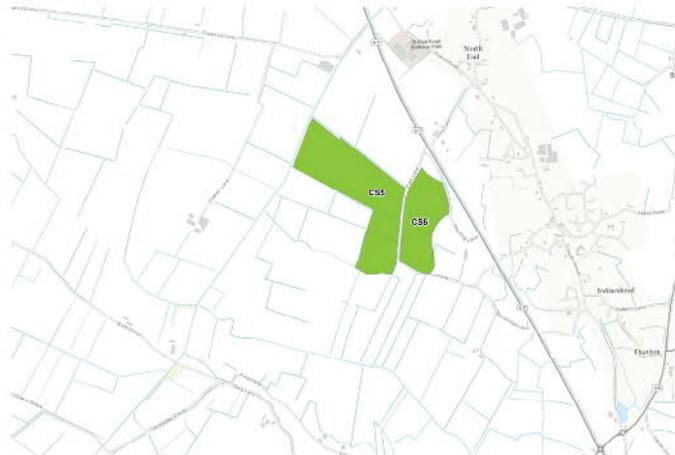
- Low background noise despite closeness to A17
- Closer to larger settlement than other options (Swineshead), as well as individual properties within 0.5 km
- Potential requirement for noise mitigation measures

GEOLOGY

- Possible presence of peat may limit ground improvement options
- Ground conditions present a potential constraint which may affect site design and construction methods

HYDROLOGY

- Located mostly outside of flood risk areas
- Small areas of western part of site within low/medium flood risk area - coincides with Hammond Beck and drains within site
- Drains need to be carefully considered during design



AGRICULTURE

- Agricultural land classed as 'excellent'
- Longer AC cable route (approx. 3.7 km) increases potential for temporary disturbance to agricultural land
- Closeness to A17 reduces the potential permanent land take for new access roads

LANDSCAPE AND VISUAL

- Landscape is open and flat meaning a converter station would stand out
- Closeness to Swineshead to east and individual properties within 0.5km
- Potential to reduce visual impact through design and screening
- Potentially visual impact to largest number of properties

ECOLOGY

- Badgers may be present, but potential impacts can be mitigated
- AC cable route could impact priority woodland habitat

HERITAGE

- No designated heritage assets within site, but closer than other options to Grade I listed church, two scheduled monuments and several Grade II listed buildings
- Could require design measures to prevent and/or reduce impacts on these assets
- Potential to find archaeological assets during construction, but impact could be mitigated
- Longer AC cable route increases the likelihood of impact on archaeological assets

THE REASONS WE HAVE SHORTLISTED THIS SITE ARE:

- CS5 is large enough and allows for flexibility of layout and orientation
- Additional suitable land available next to sites, if required for construction purposes
- Close to A17 with direct public road access avoiding residential properties
- Potential to build new access road to A17 if required
- No significant environmental constraints within site

Is there anything else you think we should take into consideration when identifying our preferred site?

Converter station site option – CS9

CS9 is located 0.07 km to the east of Bicker Fen substation, within the parish of Bicker, in Boston Borough.

Our assessment has identified the following important considerations:

Technical and engineering

LAND

- 11.03 ha plot consists of flat, low lying arable land within one field. No open drainage ditches within site, although bordered by hedges and drains open field
- Accommodates converter station footprint with no constraints to layout or orientation
- Space for potential landscaping options and appropriate drainage
- Space for temporary construction compound

ACCESS

- 2.34 km from A17 at nearest point
- Direct access to Vicarage Drive, a local public road
- Long potential access route from CS9 to A17 using existing roads (approx. 5 km)
- Access route would use quiet, narrow rural roads and could include the provision of new roads
- Improvements needed on local roads, including widening and some surface repairs
- Existing access options via public roads through Bicker are unsuitable
- Could make use of an existing haul road from the A52 to avoid local roads through Bicker village
- Option to construct a new access/haul road approx. 1.4 km long to avoid the use of Cowbridge Road past residential properties

CABLE CONNECTIONS

- Shorter DC cable route compared to site further south
- Very short AC cable route approx. 0.4 km long
- AC cables would need to cross Vicarage Drive and a drain

Environmental and community considerations

NOISE

- Not close to large settlements but individual properties located within 2 km
- Closest individual property is 0.37 km to east
- Possible cumulative effect with Bicker Fen wind farm and associated substation, as well as existing Bicker Fen substation
- Potential requirement for noise mitigation measures

GEOLOGY

- Minimal ground improvement work likely

HYDROLOGY

- Located within areas of medium to low flood risk
- Flood protection measures to be incorporated into design
- Bordered by drains on all sides including Hammond Beck



AGRICULTURE

- Agricultural land classed as "very good"
- Very short AC cable route reduces potential temporary disturbance to agricultural land
- Access could make use of existing haul road and public roads, however, option to extend haul road would increase land take and potential loss of agricultural land

LANDSCAPE AND VISUAL

- Landscape is open and flat but close to existing developments similar in character - easier to blend converter station in to surroundings
- Distant from main settlements, but some individual properties are within 0.5 km
- Existing screening around Bicker Fen substation would reduce visual impact from west
- Potential to reduce visual impact through design and screening

ECOLOGY

- Partly located within area of medium value for wintering birds
- No species of concern identified
- AC cable route could impact priority woodland habitat

HERITAGE

- No designated heritage sites close to site
- Archaeological investigation to west found little of significance
- Low potential to find archaeological assets during construction, impact could be mitigated
- Short length of AC cables reduces likelihood of impact on archaeological assets

THE REASONS WE HAVE SHORTLISTED THIS SITE ARE:

- CS9 is large enough and allows for flexibility of layout and orientation
- Enough space to allow for potential landscape and drainage requirements as well as temporary construction facilities
- Closeness to Bicker Fen substation reduces length of AC cable route needed - reducing impact on archaeology, ecology and agriculture
- Proximity to existing electricity infrastructure allows for better landscape "fit"
- Remote from larger settlements and individual properties, reducing potential for disturbance
- No significant environmental constraints within the site

Is there anything else you think we should take into consideration when identifying our preferred site?

Approach to cable routing

All our cables will be buried underground and when our construction work is completed, they will not be visible.

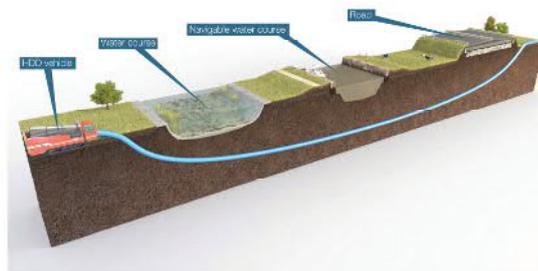
We need to route two underground DC cables for approximately 50 km between the landfill site and converter station. Typically, the cables will be buried in a trench to a depth of approximately 1.5 m depending on ground conditions and activities.

We will also need to identify a suitable route for six underground high voltage AC cables between the converter station and Ricker Fen substation.

We will need to carry out a range of surveys and assessments and hold detailed discussions with local authorities, statutory organisations, landowners and other stakeholders. There are many factors which need to be taken into account, including:

- Impact on local communities
- Land usage and drainage
- Environmental constraints
- Ecology
- Archaeology and cultural heritage
- Impact on transport routes
- Accessibility
- Potential cumulative impacts with other projects in the region
- Constructability

When we have more information, we will consult with parish councils and local residents to identify the most appropriate route corridor for the cables.



This diagram shows the horizontal directional drilling (HDD) technique crossing under a road and water courses.

CONTACT US

- e** vikinglink@communityrelations.co.uk
- t** 0800 731 0561
- w** www.viking-link.com



Options for a landfall site

We are also consulting on the site options we have identified for where we might bring the submarine cables onto the Lincolnshire coast and connect them to the onshore underground cables.

We carried out a two-stage assessment approach to help us identify potential landfall sites:

Stage 1 - potential site identification: based on mapping of environmental constraints, settlements and residential properties as well as proximity to road network

Stage 2 - site assessment: consideration of a range of potential impacts on the environment, local community and tourism as well as basic technical and engineering factors

Across the two stages of assessment, we identified six potential landfall site options. We discussed our approach and findings with local authorities and other stakeholder groups. After further assessment and careful consideration of factors such as environmental, engineering and access constraints, and closeness to residential properties, we have **shortlisted three potential sites**.

Each landfall site has its own merits and we do not have any preference at this stage.

Further information on our assessment is set out in our Landfall and Converter Station Site Selection Report.

If you would like to take part in our consultation on these shortlisted landfall sites, you can find out more on our website or by coming along to one of our landfall site public exhibitions.



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Working in the local community

We are committed to being good neighbours and we want to work with you as we develop our proposals.

We are at an early stage of our design work and we aim to minimise any disruption during our survey and exploratory work as well as during the construction work.

We will carry out a full Environmental Impact Assessment (EIA) to understand any potential impacts of our proposals. The report from this assessment, called an Environmental Statement, will be submitted as part of our planning application. We will also submit a Construction Management Plan which will set out how we manage and mitigate impacts during construction.

Submarine cabling

Submarine cables are installed using large specialist vessels which are able to transport and lay long sections of cables (up to 100 km in length). The cables will be buried in the seabed. Some cable joints will need to be made at sea during the installation process.

Onshore cabling

The DC and AC underground cables will be installed using a variety of methods including open cut installation and trenchless techniques, which could include horizontal directional drilling (HDD) depending upon the ground conditions and obstacles along the cable routes. Cable joints will need to be made at sections along the route during installation. These will not be visible once the work is completed.

Converter station

Construction of the converter station will depend on the final design and technology used. The site preparation, ground works and construction of buildings will be followed by the installation of electrical equipment.

We are here to help

If you have any questions or concerns, we are here to help. Please do get in touch.

Tel: 0800 731 0561
 Email: vikinglink@communityrelations.co.uk
 Write: FREEPOST VIKING LINK

Our telephone service is available between 9am and 5.30pm (Mon – Fri). Outside of these hours an answering machine is in operation and messages will be picked up during the next working day.

CONTACT US

e vikinglink@communityrelations.co.uk
t 0800 731 0561
w www.viking-link.com

Project timeline

We aim to be operational by 2022

2014	<ul style="list-style-type: none"> Cooperation agreement between National Grid and Energinet.dk NGVL granted interconnector licence 				
2015	<ul style="list-style-type: none"> Ofgem 'cap and floor' regulatory regime confirmed PCI status confirmation 				
2016	<table border="0"> <tr> <td style="color: #800040;">Spring</td> <td style="color: #800040;">Summer</td> </tr> <tr> <td> <ul style="list-style-type: none"> First stage consultation Marine surveys start </td> <td> <ul style="list-style-type: none"> Energinet.dk hold similar consultation events in Denmark Second stage consultation Environmental surveys start </td> </tr> </table>	Spring	Summer	<ul style="list-style-type: none"> First stage consultation Marine surveys start 	<ul style="list-style-type: none"> Energinet.dk hold similar consultation events in Denmark Second stage consultation Environmental surveys start
Spring	Summer				
<ul style="list-style-type: none"> First stage consultation Marine surveys start 	<ul style="list-style-type: none"> Energinet.dk hold similar consultation events in Denmark Second stage consultation Environmental surveys start 				
2017	<p>Consent applications:</p> <ul style="list-style-type: none"> Onshore elements of project to Local Planning Authorities Marine elements to Marine Management Organisation Danish offshore and onshore work Netherlands and Germany permits for offshore route through territorial water 				
2018	<ul style="list-style-type: none"> Financial Investment Decision Construction Contracts Awarded 				
2019	<ul style="list-style-type: none"> DC cable manufacture and installation Commence construction 				
2022	<ul style="list-style-type: none"> Testing, commissioning and operating 				

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Next steps

We would like to hear your views on our assessments of the landfill site options and converter station site options, and if there is anything else you think we should take into consideration when identifying our preferred sites.

We would also be interested if you have any views on how the converter station should look.

Feedback forms are available here for you to complete today or you can post them back to us using our freepost address.

**The closing date for consultation feedback
is Friday 20 May 2016.**

All your consultation responses will be considered and we will report back when we confirm our preferred landfill site and converter station site.

We will hold a further consultation in the summer on the design of the converter station and to discuss how we will route the underground cables.

**Thank you for taking the time to attend today's
consultation event.**

CONTACT US

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t 0800 731 0561

w www.viking-link.com

Appendix 8 Landfall Consultation Feedback Form



Consultation feedback form

Viking Link is a proposed 1400 MW high voltage direct current (DC) electricity link between the British and Danish transmission systems connecting at Bicker Fen substation in Lincolnshire and Revsing in southern Jutland, Denmark.

The project is at an early stage and the impact of any proposals on local people and the environment will be carefully considered as we develop our proposals.

From **11 April until 20 May 2016** we are consulting on the site options we have identified for the landfall point and for a converter station.

This public consultation is being held to seek your views on the site options we have identified for a landfall point.

If you would like further information on our consultation on the site options for the landfall point please see our project website www.viking-link.com, or contact us on the details overleaf.

Please use this form to give us your comments. Your views are important to us and it will help us determine a preferred site option for a landfall point.

When we have identified our preferred landfall point and converter station site, we will start to identify options for where the DC underground cables may be routed. We will hold a further public consultation later in the year to give local people the opportunity to comment on the proposed cable route corridor options.

If you would like to be kept updated on the Viking Link proposals, please provide your contact details below.

Name: _____

Address: _____

Email address: _____

Telephone number: _____

Website: www.viking-link.com

Email: vikinglink@communityrelations.co.uk

Telephone: 0800 731 0561

Post: FREEPOST VIKING LINK

Your enquiries and comments will be analysed by Copper Consultancy Ltd. on behalf of National Grid Viking Link Ltd. Copies of your feedback may be made available, in due course, to relevant local councils and the Marine Management Organisation so that your comments can be noted. We will, however, request that your personal details are not placed in the public record. Your personal details will be held securely by Copper Consultancy Ltd. and National Grid Viking Link Ltd., in accordance with the Data Protection Act 2000, and will be used solely in connection with the Viking Link consultation and any subsequent planning application and, except as noted above, will not be passed to any third parties.

Question 1

Are you aware of the increasing demands being placed on the country's energy network?

Yes No Don't know

Question 2

Are the reasons why the Viking Link interconnector is needed clear?

Yes No Don't know

Based on the information provided at the public information event and the information on our project website, www.viking-link.com, do you have any comments on the following:

Question 3

The decisions and reasons that led to the identification of the three shortlisted landfall points?

Question 4

The potential impacts, environmental or otherwise, of the project?

Question 5

Are there any additional measures you think we could take to further mitigate these impacts?

Landfall point - LF1

Question 6

Based on the information provided on the exhibition panel, do you have any comments on the proposed use of LF1 as a landfall point?

Question 7

Do you have any other comments about the site option LF1 that you feel we should take into consideration?

Landfall point - LF2

Question 8

Based on the information provided on the exhibition panel, do you have any comments on the proposed use of LF2 as a landfall point?

Question 9

Do you have any other comments about the site option LF2 that you feel we should take into consideration?

Landfall point - LF1A

Question 10

Based on the information provided on the exhibition panel, do you have any comments on the proposed use of LF1A as a landing point?

Question 11

Do you have any other comments about the site option LF1A that you feel we should take into consideration?

Question regarding the converter station

In addition to consulting on the sites shortlisted for a landfall point, we are also asking for views on our proposed options for a converter station. If you would like to attend one of the consultation events on this element of the project, details are available at this event and also online. You can also find more information on the proposed landfall points on our project website, www.viking-link.com.

CONTACT US

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t 0800 731 0561
w www.viking-link.com

Question 12

Based on the information provided on the exhibition panel, is there anything you would like us to take into consideration when identifying a preferred converter station site?

Questions about the consultation

Question 13

How did you find about this public consultation/public information event?
 (Please circle one or more of the following)

- | | | | | |
|-----------------|---------------|---------------|----------------|-------------------|
| Letter | Email | Public poster | Parish Council | Newspaper article |
| Project website | Word of mouth | Radio/TV | Other | |

Question 14

What was your main reason for attending the public information event?

Question 15

Do you feel this consultation event has provided you with all the information you needed?

Yes No

Question 16

If no, please let us know what additional information we could have provided?

Question 17

Do you have any other comments about this consultation event?

Question 18

Do you have any other comments about the Viking Link project?

If you have taken this form to fill out at home, please send it back to us in one of the pre-printed freepost envelopes available at the event, or a plain envelope addressed to **FREEPOST VIKING LINK**. You must write in capitals and do not need to use a stamp.

If you have any questions, please contact the Viking Link Community Relations Team on **0800 731 0561** or **vikinglink@communityrelations.co.uk**

You can email the team or sign up to receive project updates at the Viking Link website.

The closing date for receipt of feedback is 20 May 2016

Appendix 9 Converter Station Feedback Form



Consultation feedback form

Viking Link is a proposed 1400 MW high voltage direct current (DC) electricity link between the British and Danish transmission systems connecting at Bicker Fen substation in Lincolnshire and Revsing in southern Jutland, Denmark.

The project is at an early stage and the impact of any proposals on local people and the environment will be carefully considered as we develop our proposals.

From **11 April until 20 May 2016** we are consulting on the site options we have identified for a landfall point and a converter station.

This public consultation is being held to seek your views on the site options we have identified for a converter station.

If you would like further information on our consultation on the site options for the landfall point please see our project website www.viking-link.com, or contact us on the details overleaf.

Please use this form to give us your comments. Your views are important to us and it will help us determine a preferred site option for a converter station.

Once we've confirmed our preferred converter station site, we will start to develop more detailed designs, including what it may look like. We will hold a further public consultation later in the year to give local people the opportunity to comment on the detailed designs for the converter station.

When we have identified our preferred landfall point and converter station site, we will start to identify options for where the DC underground cables may be routed. We will hold a further public consultation later in the year to give local people the opportunity to comment on the proposed cable route corridor options.

If you would like to be kept updated on the Viking Link proposals, please provide your contact details below.

Name: _____

Address: _____

Email address: _____

Telephone number: _____

Website: www.viking-link.com

Email: vikinglink@communityrelations.co.uk

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Your enquiries and comments will be analysed by Copper Consultancy Ltd. on behalf of National Grid Viking Link Ltd. Copies of your feedback may be made available, in due course, to relevant local councils and the Marine Management Organisation so that your comments can be noted. We will, however, request that your personal details are not placed in the public record. Your personal details will be held securely by Copper Consultancy Ltd. and National Grid Viking Link Ltd., in accordance with the Data Protection Act 2000, and will be used solely in connection with the Viking Link consultation and any subsequent planning application and, except as noted above, will not be passed to any third parties.

Question 1

Are you aware of the increasing demands being placed on the country's energy network?

Yes No Don't know

Question 2

Are the reasons why the Viking Link interconnector is needed clear?

Yes No Don't know

Based on the information provided at the public information event and the information on our project website, www.viking-link.com, do you have any comments on the following:

Question 3

The decisions and reasons that led to the identification of the four shortlisted converter station sites from the original 21?

Question 4

The potential impacts, environmental or otherwise, of the project?

Question 5

Are there any additional measures you think we could take to mitigate these impacts further?

Converter site - CS1

Question 6

Based on the information provided on the exhibition panel, do you have any comments on the use of CS1 as a site for the proposed converter station?

Question 7

Do you have any other comments about the site option CS1 that you feel we should take into consideration?

Converter site - CS3

Question 8

Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS3 as a site for a converter station?

Question 9

Do you have any other comments about the site option CS3 that you feel we should take into consideration?

Converter site - CS5

Question 10

Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS5 as a site for a converter station?

Question 11

Do you have any other comments about the site option CS5 that you feel we should take into consideration?

Converter site - CS9

Question 12

Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS9 as a site for a converter station?

Question 13

Do you have any other comments about the site option CS9 that you feel we should take into consideration?

Question regarding converter station design

Question 14

Do you have any thoughts on what design for a converter station might work best in your local area?

In the summer we will hold a further consultation on design options for a converter station.

Question regarding the landfall point

In addition to consulting on the shortlisted converter station sites, we are also holding a public consultation to seek views on our proposed options for a landfall point. Details of the public consultation events on our shortlisted landfall sites are available at this event and also online. You can also find more information on the proposed landfall points on our project website, www.viking-link.com.

Question 15

Based on the information provided on the exhibition panel, is there anything you would like us to take into consideration when identifying a preferred landfall point?

Questions about the consultation

Question 16

How did you find about this public consultation/public information event?
(Please circle one or more of the following)

Letter	Email	Public poster	Parish Council	Newspaper article
Project website		Word of mouth	Radio/TV	Other

Question 17

What was your main reason for attending the public information event?

Question 18

Do you feel this consultation event has provided you with all the information you needed?

Yes No

Question 19

If no, please let us know what additional information we could have provided?

Question 20

Do you have any other comments about this consultation event?

Question 21

Do you have any other comments about the Viking Link project?

If you have taken this form to fill out at home, please send it back to us in one of the pre-printed freepost envelopes available at the event, or a plain envelope addressed to **FREEPOST VIKING LINK**. You must write in capitals and do not need to use a stamp.

If you have any questions, please contact the Viking Link Community Relations Team on **0800 731 0561** or **vikinglink@communityrelations.co.uk**

You can email the team or sign up to receive project updates at the Viking Link website.

The closing date for receipt of feedback is 20 May 2016

Appendix 10 Phase 1 Consultation – Landfall Feedback

Note that as far as possible all feedback which was received has been directly translated into the following tables.

Landfall Site LF1

Table 10.1 details all of the Phase 1 Consultation Feedback received from the community in response to Questions 6 and 7 of the Landfall Consultation feedback form.

Table 10.1 Phase 1 Consultation Feedback Landfalls – LF1 Questions 6 and 7		
VL Ref	Feedback received from the community in response to Question 6: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of LF1 as a landfall point?”	Feedback received from the community in response to Question 7: “Do you have any other comments about the site option LF1 that you feel we should take into consideration?”
VL0013	The wrong place for landfall because the roads are not capable of dealing with the traffic. I do not want heavy plant through Anderby village or on the narrow coast road. The area including the coast will be ruined and I fear for my old house with heavy traffic operating on the road	
VL0019	This site would require "breaking through" the existing sea defence wall - we do not need the risk of inundation by the sea. The access says potential via Anderby Village - I think this may be an error and the traffic would come to Roman Bank via Sea Lane Huttoft. Not good. This would be dangerous as the lane is narrow, bendy and the road surface is not good. Not a good idea to meet other traffic i.e. school bus, refuse trucks	Huttoft Car Terrace is used massively by families, dog walkers, cyclists etc. all year not only in holiday periods or weekends. Fishing competitions take place. The access lane is not only narrow but there is a slope to the terrace. The school bus uses Roman Bank from Sandilands, along Huttoft Bank to Anderby where it turns onto Sea Road through Anderby Village to A52
VL0041	LF1 is a public car park on the Coastal Park and has had millions of pounds spent on the sea defences and breaching them by drilling or otherwise puts the local area at severe risk not to mention that the access roads are narrow and already in severe disrepair. The notes say isolated houses down Sea Lane, there is a community live here and your survey should have seen that. The information about the sea defences being 9 mtr deep is probably not true as there is another road the car park and then steel pilings	The infrastructure is not in place to stand the construction in this area
VL0044	Yes. Don't do it. We don't want it here so find somewhere else. Huttoft car terrace is enjoyed by thousands and should remain so	You state you have identified the 'working area'. Why do none of your engineers at consultation seem to know where this is? Why hasn't it been identified especially to those landowners asked to sign documents i.e. surveys? Why hasn't it been identified on landfall site maps?
VL0048	I have no confidence that this hasn't already been decided and I am literally spending my time on a paper exercise, but would still give this as 2nd choice	
VL0049	No as this will not affect Anderby Creek	
VL0050	Landfall access LF1 - Drawing upon my local knowledge gained from many years of driving and walking dogs in the local area I would strongly recommend LF1 as the best site for the landfall. My reasons are: 1. A better access road available as shown on attached map. There is no real need for a new haul road (construction vehicles [low loaders] currently use this road for transporting heavy plant in the process of beach nourishment) but if a temporary haul road were constructed it would avoid many bends and be much shorter than 2km. See dotted line on map. 2. This route avoids heavily populated areas. There are a few residential properties and a couple of very small private caravan sites but nothing as dense as Anderby Village. 3. It is a shorter distance to the A52 main road. 4. There would be no necessity to build a narrow bridge across any drain as far as I'm aware. 5. There is very little traffic on this route during tourist season	Sea Groynes 5: Sea groynes were cut down to the beach level in the 1990s to facilitate the movement of contract plant when raising the beach level following construction of the sea defences. Groynes exist approximately 9 feet (2.74 metres) below beach level measured on the seaward side of the sea defences. The above measurement changes considerably with tidal movement of the sand
VL0051	As said in Q4/5 Avoid work being carried out at the <u>peak</u> season when there is increased amount of traffic and people. * (March - Sept)	
VL0053	LF1 is the most suitable of the three proposed sites for a number of reasons: 1. Impact on habitats 2. Impact on visitors 3. Impact on residents	Access to the site should be via Sea <u>Lane</u> , Huttoft from the A52 directly not Sea <u>Road</u> . Anderby which is a circuitous route.

Table 10.1 Phase 1 Consultation Feedback Landfalls – LF1 Questions 6 and 7

VL Ref	Feedback received from the community in response to Question 6: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of LF1 as a landfall point?”	Feedback received from the community in response to Question 7: “Do you have any other comments about the site option LF1 that you feel we should take into consideration?”
	4. Security - no large XXXX sites XXXXX vulnerable to attack	
VL0058	Local wildlife sites, and the impact on them. Also beach users. The roads are not suitable for large HGV. This will cause problems i.e. congestion as well as damage and pollution	
VL0077	This seems to be the best of the 3 sites	
VL0078	Other than 3 potential beach access points and alternative building of a road (which makes sense) and caravans are not occupied all year	Permanent residents and local wildlife
VL0079	As previously stated, this site is visited all year and any work would spoil it for holiday visitors	No
VL0080	To use the north section of LF1 would spread the disruption to the community more evenly to take into account the Triton Knoll project timing	Avoidance of disruption of south of LF1 with Triton Knoll on joint project
VL0081	See questions 3/4/5 - access to beaches should be sensible	See previous
VL0082	Not at this moment in time	Not yet
VL0083	Potential to undermine sea wall defences. Also local money has been spent creating coastal country park, this is not something that can be dismissed. Coastal country park is a conservation area for wildlife and must not be compromised	Unsuitable
VL0118	This is close to an area where people live <u>all year</u> round. The beach is used not only during holiday periods, but <u>all</u> year. Many of the roads are built on clay - the weather and the bearing of heavy plant and traffic cause the roads to crack and the edges to drop off. There are huge boulders underneath the sea wall at Sandilands. There are placed there to help prevent flooding and subsequently buried in the sand at a later attempt to prevent flooding.	
VL0186	Too busy an area	
VL0187	Ancient forest uncovered at spring tides would be compromised. Popular beach area for local population and holiday makers. Used for watersports (Huttoft Boat Club) and others. Lincs Wildlife Trust now established. Part of cycleway 2000, could compromise access. Access road is presently poor quality which would be compromised by heavy vehicles. Presently lots of subsidence. Road also narrow/restricted width and visibility	
VL0310	Too busy an area	
VL0311	Ancient forest uncovered at spring tides would be compromised. Popular beach area for local population and holiday makers. Used for watersports (Huttoft Boat Club) and others. Lincs Wildlife Trust now established. Part of cycleway 2000, could compromise access. Access road is presently poor quality which would be compromised by heavy vehicles. Presently lots of subsidence. Road also narrow/restricted width and visibility	
VL0312	It seems in many ways ideal, subject to question of traffic, haul roads location etc	No
VL0313	Affects fewer properties Direct access to A52 via Sea Lane <u>Our preferred route</u>	Our preferred site Fewer properties would be affected by noise etc when laying cables
VL0314	<ul style="list-style-type: none"> • proposed access road is totally unfit for purpose • large vehicles do not allow other vehicles to pass - no room with ditches / banks each side. • more than one bridge as stated, if you come through Anderby Village • no mention of effects on structure of buildings • popular beach area • loss of income when tourism affected 	

Table 10.1 Phase 1 Consultation Feedback Landfalls – LF1 Questions 6 and 7

VL Ref	Feedback received from the community in response to Question 6: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of LF1 as a landfall point?”	Feedback received from the community in response to Question 7: “Do you have any other comments about the site option LF1 that you feel we should take into consideration?”
VL0315	- construction traffic or any increased traffic via Sandilands Village unacceptable due to noise and house vibrations to those living next to the road - Risk to concrete XXXX sea defences - existing road unsuitable for construction traffic	
VL0316	See previous answers.	See previous answers.
VL0318	Not interested - go away	Not interested - go away
VL0412	> No - well presented at the exhibition	> "Smallest" population re. potential impacts > Access from the A52 is the least used of the 3 sites
VL0512	Our concerns would be regarding the close proximity to residential areas of Sutton on Sea the impact of access requirements from A52 via Sea Road through Anderby village the plant, machinery impact this could have on the surrounding countryside and businesses due to noise pollution. Even though noise pollution would be during construction only as many businesses are 'outdoor types' farms with visitor attractions, animals, equestrian, caravan and camping parks. This will have a huge negative impact. Due to the level landscape any noise such as this can be heard for miles.	
VL0513	This landfall point position is not suitable because of the thickness of the concrete sea wall. This area is within the Coastal Country Park and visitors to the area love to come as it is tranquil and this would be dominated by heavy vehicles and machinery and the roads are too narrow to accommodate them. This increase in traffic would affect the tourist season.	
VL0514	As you face the sea on Huttoft Car Terrace to the left, there is approximately a 20' drop to the original beach which is filled with a concrete wall to the present level with huge granite boulders, which probably go down a further 8', in front. To the right - the original beach is about 12 feet down with many large hexagonal concrete blocks sloping down to it. There are also several sets of steps for access. All of the above is now buried under sand which has been dumped in from off shore to help the sea defences.	The concrete sea defence walls extend past the car terrace towards Moggs-Eye.
VL0545	LF1 is the highest populated area more so than LF1A and certainly more than LF2	LF1 is a designated holiday beach area and also adjacent to a wildlife area and would suffer to much disruption
VL0547	> Shorter distance (2.3km) to main road using <u>Sea Lane not</u> Sea Road Anderby > Fewer properties along Sea Lane, Huttoft	
VL0548	Disruption to safe beach used for leisure by families and various disabled organization due to adequate car parking and access from the car terrace. Roads in the area unsuitable for use by large industrial vehicles	These comments with regard to countryside disturbance also apply to the other proposed sites
VL0585	LF1 is stated as being 3.5km to the east of Huttoft (which is on the A52) and 2.3km to the A52. But access to the A52 is stated as being via Anderby so the route to be taken to the A52 can't be 2.3km, can it? In which case which other "facts" are incorrect as well?	I do not think LF1 is a suitable landfall site.

Landfall Site LF2

Table 10.2 details all of the Phase 1 Consultation Feedback received from the community in response to Questions 8 and 9 of the Landfall Consultation feedback form.

Table 10.2 Phase 1 Consultation Feedback Landfalls – LF2 Questions 8 and 9		
VL Ref	Feedback received from the community in response to Question 8: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of LF2 as a landfall point?”	Feedback received from the community in response to Question 9: “Do you have any other comments about the site option LF2 that you feel we should take into consideration?”
VL0013	The wrong place for landfall because the roads are not capable of dealing with the traffic. I do not want heavy plant through Anderby village or on the narrow coast road. The area including the coast will be ruined and I fear for my old house with heavy traffic operating on the road	
VL0019	This would seem to be the most viable to a lay person (myself). <u>No</u> possible weakening of sea defences as there is no sea wall just sand dunes. Most distant from properties, not as much traffic to the beach as limited parking areas. More open land making it easier to cross	I cannot understand why the Viking cable and the Triton Knoll could not use the same site at the same time. One lot of total disruption, digging traffic etc. <u>Both</u> jobs done. It may mean compromise, oh yes, but surely it would be worth upsetting people twice or two different sets of people. Think how the population would admire two companies making sensible decisions.
VL0041	As if I have to chose an option, which I do not as I believe the Humber is a far better option this is probably best option as the disruption to people and houses according to your notes is least, but the same applies there is no infrastructure for construction traffic along narrow and failing roads	If you choose this site share the construction with Triton Knoll
VL0042	This would be our preferred site - all your reasons on page 10 plus a more direct route across country	
VL0048	3rd option - more disruption to local residents and holiday makers	We are aware that this option is closest to Sea/Rectory Rd which you say you have not <u>yet</u> chosen to use, but if you do choose this option it will be because you already have!
VL0049	Yes the only comment is the traffic through the village in the summer	Can it be done out of season
VL0050	Unsuitable	
VL0053	LF2 is the least suitable site due to 1. Impact on environment 2. Impact on visitors (circa 2000 summer residents and day trippers) 3. Impact on residents 4. Security - remote and not overlooked and adjacent to residents and static sites	Most resident resistance is likely for Anderby should it be chosen along LF1 and LF1A
VL0058	How this will impact on dog walkers and beach users, and the problems that will be caused by the additional traffic especially the large lorries	
VL0078	Yes this makes more sense as there will be less residents in the area to disrupt. Although I do not agree with this project	No
VL0079	Probably the best site for access and during winter period is rarely visited	No
VL0080	Should be avoided totally unless use of joint project with Triton Knoll	
VL0081	See previous	See Previous
VL0083	Of the three this seems a more obvious site, but the views and concerns of those living in Anderby must be a priority	What do the local residents say?
VL0186	It is my view that LF2 south of Anderby Creek should be the best place for your landfall site. I live in between LF1 and LF2 on the Coast Road so I cannot be accused of any NIMBYism. My reasons are 1) it is not developed as are the other 2 sites, houses people etc. 2) there are no sea defences to negotiate. As far as I understand you could go directly into fields from there and onwards to Bicker without having to negotiate access as you would from the other 2 sites. 3) In the summer people do come there but tend to go on the beach directly in front of the promenade, allowing you to do as you pelase. But my main reason is that there are no people about as compared with the other 2 sites. I	What I cannot understand is the fact that you are deciding a landfall site and then finding your way for the cable laying. Back to front I think. 4) As far as I know there is no beach renourishment taking place there so a conflict of interest is avoided. I appreciate all your scientific studies regarding this but I also think a little bit of common sense should prevail, regardless of what the LCC say. I also thin that a representative from them should have been at the meetings. If anyone could be accused of NIMBYism it is they. Final question who is paying the massive amount of money for this project?

Table 10.2 Phase 1 Consultation Feedback Landfalls – LF2 Questions 8 and 9

VL Ref	Feedback received from the community in response to Question 8: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of LF2 as a landfall point?”	Feedback received from the community in response to Question 9: “Do you have any other comments about the site option LF2 that you feel we should take into consideration?”
	think it would be better for all around if you avoided people and houses as much as possible	
VL0187	Problem of access due to poor road construction. Disruption to local population likely to be least of all three (LF1A, LF1 and LF2). As no "solid" sea defence would additional defences need to be put in place, if any disturbance to sand dune from trenching	
VL0310	It is my view that LF2 south of Anderby Creek should be the best place for your landfall site. I live in between LF1 and LF2 on the Coast Road so I cannot be accused of any NIMBYism. My reasons are 1) it is not developed as are the other 2 sites, houses people etc. 2) there are no sea defences to negotiate. As far as I understand you could go directly into fields from there and onwards to Bicker without having to negotiate access as you would from the other 2 sites. 3) In the summer people do come there but tend to go on the beach directly in front of the promenade, allowing you to do as you please. But my main reason is that there are no people about as compared with the other 2 sites. I think it would be better for all around if you avoided people and houses as much as possible	What I cannot understand is the fact that you are deciding a landfall site and then finding your way for the cable laying. Back to front I think. 4) As far as I know there is no beach renourishment taking place there so a conflict of interest is avoided. I appreciate all your scientific studies regarding this but I also think a little bit of common sense should prevail, regardless of what the LCC say. I also think that a representative from them should have been at the meetings. If anyone could be accused of NIMBYism it is they. Final question who is paying the massive amount of money for this project?
VL0311	Problem of access due to poor road construction. Disruption to local population likely to be least of all three (LF1A, LF1 and LF2). As no "solid" sea defence would additional defences need to be put in place, if any disturbance to sand dune from trenching	
VL0312	No see LF1	Seems the best option.
VL0313	Shorter distance to lay cables therefore reducing cost <u>2nd choice</u>	Close to properties. Could cause disruption to holiday trade. Roman Bank Road narrow. Heavy plant would cause problems. Would cause disruption to golf course which attract tourism throughout year <u>Least wanted option</u>
VL0314	<ul style="list-style-type: none"> • be clear about when working and noise will take place and avoid spring / summer • compensation for traders • explain mitigation re noise 	<ul style="list-style-type: none"> • <u>road access</u> as LF1 and FF2 • very popular spot for locals and visitors <u>all</u> year round • strong fishing area (angling) • new North Sea viewing trail planned • away from residential / caravans • popular beach all year round
VL0315		- Must be distant from residential areas and disturbance during construction - XXXX Sea defences and possible perceived risk
VL0316		This site would go across golf course and open fields and would not cause disruption to marsh lands and peoples homes.
VL0318	Forget the project	Forget the project
VL0412	> No - well presented at the exhibition	> "Medium" sized population re. potential impacts
VL0512	Better option. Less built up, although tourism caravan parks main interest around Anderby Creek the overall impact surely would be less than LF1A and LF1 as a small area than Sutton on Sea	
VL0513	This site is also a tourist area. Although the access is on narrow roads, I think this would be the best site as it does not have a large sea wall to thread the electric cable through. Also, the site is south of Anderby which has less residential properties.	

Table 10.2 Phase 1 Consultation Feedback Landfalls – LF2 Questions 8 and 9

VL Ref	Feedback received from the community in response to Question 8: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of LF2 as a landfall point?”	Feedback received from the community in response to Question 9: “Do you have any other comments about the site option LF2 that you feel we should take into consideration?”
VL0514	We believe that LF2 would be the best site for a landfall point as south of Anderby Creek there are no concrete sea defences, just sand dunes and there are no houses or farm buildings.	
VL0545	LF2 appears to be the less populated area so should be the prime site if the XXXXXX maps are correct as LF2 appears to be south of Anderby Creek	
VL0547	<ul style="list-style-type: none"> > Major disruption to residents and knock on effect to tourism as hundreds caravans/parks - day visitors > Major concern about impact of traffic - construction vehicles etc. > Impact on wildlife/environments > Disruption to everyday life > Impact on house prices whilst work takes place 	Major concern about whichever site is used possible impact on Roman Bank. Road already in poor conditions - additional traffic would only make a poor road even worse. Roman Bank is also narrow and winding and is not suited to heavy construction traffic
VL0585	<p>LF2 is stated as being 3.8km from the A52. Access to the A52 is stated as being via Anderby. The haul road identified here is 4km but makes this the longest haul route.</p> <p>There is limited mention of the Anderby drain immediately above LF2. For LF1A landfall it mentions difficulties with the Sandilands Boygrift outfall that has drains and vents. The Anderby drain has such items but these are not mentioned. Why is it a problem in one case and not in the other ? The information being presented does not seem to be balanced or match technically.</p>	<p>Refer to document "RAPID COASTAL ZONE ASSESSMENT YORKSHIRE AND LINCOLNSHIRE Donna Nook to Gibraltar Point English Heritage Project 3729, J. Buglass & T. Brigham HUMBER FIELD ARCHAEOLOGY, The Old School, Northumberland Avenue, KINGSTON UPON HULL, HU2 0LN. November 2007 Humber Archaeology Report No. 236" (https://content.historicengland.org.uk/images-books/publications/rczas-donna-nook-gibraltar-point/rczas-vol2-donna-nook-gibraltar-point.pdf/)</p> <p>and you will note that Plates 24 and 25 show areas (havens) identified in the document that are areas needing further investigation and are where LF2 seems to be. Are you aware of this ?</p> <p>I do not think LF2 is a suitable landfall site.</p>

Landfall Site LF1A

Table 10.3 details all of the Phase 1 Consultation Feedback received from the community in response to Questions 10 and 11 of the Landfall Consultation feedback form.

Table 10.3 Phase 1 Consultation Feedback Landfalls – LF1A Questions 10 and 11		
VL Ref	Feedback received from the community in response to Question 10: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of LF1A as a landing point?”	Feedback received from the community in response to Question 11: “Do you have any other comments about the site option LF1A that you feel we should take into consideration?”
VL0019	Once again, sea defences, concrete wall would need to be breached and possibly weakened. Close to public car park used by visitors, families, walkers etc. Would cause disruption to golfers. <u>Once again</u> traffic access on your consultation sheet says "via Sea Road through Anderby Village" that would be all along Roman Bank when access to the A52 is from Sandilands on Sea Lane past the Grange and Links Hotel where your next consultation is Wednesday 27th April 2016!	I wonder if your consultations are proposing all traffic to use Roman Bank to avoid upsetting the residents in Sandilands, there are more there than anywhere along Roman Bank?
VL0041	Totally unsuitable once more breaches of the sea defences and whoever looked at the access from the A52 must have an outdated map, Anderby village and then along the narrow failing lanes to site, why not from the A52 at Sandilands to the site? O' yes silly me cannot upset those people too much clout there so will go the other way instead to cut down on objections	No suitable roads
VL0044	Yes lets ruin another lovely little area of Lincolnshire enjoyed by people young and old. Why can't you access the sea nearer Bicker Fen in some place that you don't ruin areas enjoyed by the community?	
VL0048	Probably best of a bad lot and we understand the golf course owner is not opposed to this anyway	The above
VL0050	Unsuitable	
VL0053	LF1A is the next most favourable to LF1 due to 1. Impact on environment - sports activities only - not residents 2. Impact on visitors - walk XXXXXX sea wall is furthest away from settlements/car parks 3. Impact on residents - least populated stretch 4. Security - no XXXXX sites or large settlements	Access should be via Sea Lane Huttoft from A52, not via Sea Road, Anderby as this is a circuitous route. Sea Lane is sparsely populated. Sea Road is a linear settlement with vehicles parked outside houses
VL0058	Traffic, especially heavy lorries very close to golf course, and obviously beach users, dog walkers, joggers will be affected	
VL0059	T & E considerations indicate no sea groynes evident. However, there are groynes under approx. 5/6 m of sand as evident from 1960s photos. Essential golf course not disturbed as the hotel and shops in Sandilands and economy of Sandilands would be seriously affected. Golf course 'moled' under to pit beside Roman Bank	Traffic along Sea Lane/Roman Bank during construction to be minimised by using temporary access road. Absolute assurance that golf course not closed or affected during construction, as given by employees at the Grange and Link Hotel on 27/4/16
VL0077	Too near residential properties!	Too near residential properties!
VL0078	Firstly - disruption and traffic to residents, also along coast road to golf course (Roman Bank). We already have tractors etc. during harvesting causing vibrations in our homes so to have traffic along this road constantly every day who will be responsible for any damage to our homes? Secondly - disruption to golf course?! This is not a good point for this area	Residents and tourism, plus the beauty of Sandilands
VL0079	Too near surrounding houses and businesses and would cause problems for access. The golf course would suffer and even after coming inland you would have to drill under too many water courses and lakes. The noise impact on surrounding community would be a problem and the access road would be blocked by traffic	No
VL0080	Would share the disruption to the community more evenly if following the Triton Knoll project	
VL0081	Ditto	Ditto

Table 10.3 Phase 1 Consultation Feedback Landfalls – LF1A Questions 10 and 11

VL Ref	Feedback received from the community in response to Question 10: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of LF1A as a landing point?”	Feedback received from the community in response to Question 11: “Do you have any other comments about the site option LF1A that you feel we should take into consideration?”
VL0083	Too far north and too close to residential area of Sutton. Also furthest cable route with danger of route heading inland to Alford and Wolds. Also concern at Damage to beach reclamation/sea defences	
VL0117	Im concerned about the disruption to the golf course and loss of income as it would put a halt to the running of the golf course. What would the consequences of the disruption of this work on the clubs' membership.	
VL0118	See LF1	
VL0186	Too busy an area	
VL0187	Ancient forest uncovered at spring tides would be compromised. Popular beach area for local population and holiday makers. Used for watersports (Huttoft Boat Club) and others. Lincs Wildlife Trust now established. Part of cycleway 2000, could compromise access. Access road is presently poor quality which would be compromised by heavy vehicles. Presently lots of subsidence. Road also narrow/restricted width and visibility	
VL0310	Far too busy an area	
VL0311	Greatest impact on "people traffic" along the promenade/coastal road. Cycleway 2000 and walkers traverse this area. Popular with holiday makers in the summer	
VL0312	No see LF1	No. Do not know the area well enough to comment
VL0313	Least wanted option 3rd choice	No
VL0315	- Too close to residential areas - Any construction traffic using Sea Lane through Sandilands causes vibrations and noise to roadside houses XXXX subject to such with normal usage - XXX XXX Sea defences risk	- Construction traffic passing residential properties subject to vibration from heavy vehicles, narrow roads Anderby congestion is summer months and weekends - Existing roads unsuitable for construction traffic
VL0316		We were told that the CS would be underground and nothing would be seen above ground. Hopefully this will be the case and no eyesore buildings will be visible.
VL0317		Please see question 4
VL0318	Forget the project	Forget the project
VL0412	> No - well presented at the exhibition	> "Largest" population re. potential impacts
VL0512	Of the choices this option is a definite no. Sandilands is a quaint select area of Sutton on Sea which relies heavily on tourism. Traffic congestion and plant machinery anywhere near this location is bound to have a huge negative impact both on residential and businesses alike. Noise pollution during construction would definitely affect businesses in the area. The golf course - surely, the surrounding outdoor type businesses with animals etc. and camping and caravan parks.	
VL0513	This site is not suitable as the concrete wall forms the sea defences, narrow roads wouldn't take heavy vehicles / machinery. Also, next to the golf course which is a links course and very popular.	
VL0514	The concrete walls, walkways and sea defences extend all the way from Huttoft Car Terrace to Mablethorpe.	
VL0545	LF1A would also be less disruptive than LF1 if trenchless construction methods used	
VL0546	This site fall within Lincolnshire Coastal Country Park and is an important area for leisure and tourists peruits (golf course and walkways) and environmental issues for coastal wildlife	If chosen, this site needs to be carefully managed in order not to breach potential problems with access around residential areas. Heavy construction traffic needs to be managed away from Sandilands Village, heavy traffic along Sea Lane Sandilands will impact on residents any may cause potential damage to property along the lane, already

Table 10.3 Phase 1 Consultation Feedback Landfalls – LF1A Questions 10 and 11

VL Ref	Feedback received from the community in response to Question 10: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of LF1A as a landing point?”	Feedback received from the community in response to Question 11: “Do you have any other comments about the site option LF1A that you feel we should take into consideration?”
		residents along Sea Lane experience shaking and vibration to their homes when heavy or agricultural traffic drives along the lane, it would be unacceptable for any construction vehicles to use Sea Lane to access LF1A site
VL0547	Less disruption to homeowners	
VL0585	<p>LF1A is stated as being 1.1km north of LF1 and being 1km from the A52.</p> <p>But not via Anderby village that is stated as being the access route. Not mentioned is the fact that there is also access via Sandilands but the bend where the road nears the sea is probably too narrow / tight for construction traffic. But this is a COULD that is not mentioned. There does not seem to be a balanced representation of the facts for each of the landing sites identified.</p> <p>LF1A is most suitable of the landfall points with regard to providing a haul road as this would be the shortest haul road for the three options. 1.1 km versus 2.2km (LF1) and 4km (LF2).</p> <p>Why is LF1A shown as needing one crossing of a minor road when the other options do not state this. All haul routes would have to cross Roman Bank as far as I can ascertain so all seem to have one crossing of a minor road but this only seems to be mentioned in one case.</p>	<p>I do not think LF1A is a suitable landfall site.</p> <p>However LF1A would be the most secure option for the landfall site, land side of the sea wall as it falls within a golf course and feel that the hooligans who have damaged sea defence height barriers close to LF1 are less able to gain access to the golf course than other locations.</p>
VL0586	<p>It should be noted that this beach is not just used during holiday periods. This is one of the very few beaches in Lincolnshire that are useable by surfers. The beach is surfed year round, so not just during the summer.</p> <p>This is a group of Lincolnshire residents that enjoy the amenities of the beach on a regular basis and their ability to enter the sea and surf should be considered. I appreciate that the proposed site is slightly South of the main surfing area and that the natural drift along the coast should generally mean additional silt levels in the water should not be too problematic. Large vessels in the sea as the line approaches the beach may have an effect on wave formation.</p> <p>Unfortunately I only found out about this project today, the final day for feedback so have had little time to consider in depth.</p>	<p>Is there a significant amount of soil/landfill that will be generated from the siting of the landing point? If there was, it may be possible to use it to build an artificial surf reef. A feature that could potentially attract a large number of tourists to the area year round.</p> <p>Lincolnshire beaches are not ideal for surfing. The shallow flat beaches, open for miles do not generate the sort of waves that surfers really like. These are created by reefs and/or the points of bays, in conjunction with big sea swell. It may be possible to build a reef shaped to encourage waves to break better for surfing. It is also theoretically possible to build reefs that would amplify the small swell of the North Sea to create larger waves as well. Some basic info here: www.surfscience.com/topics/waves-and-weather/artificial-surfing-reefs/</p> <p>I appreciate that this is a fairly left field idea, but if there was the need to remove large amounts of excavations, this may be a way to utilise them that would benefit the locality, rather than just trucking it out.</p> <p>LF1 may be a better location. Of course the excavations could be used for this purpose wherever the landfall is sited.</p>

General Landfall

Table 10.4 details all of the Phase 1 Consultation Feedback received from the community in response to Question 3 of the Landfall Consultation feedback form.

Table 10.4 Phase 1 Consultation Feedback Landfalls – General Landfall Question 3	
VL Ref	Feedback received from the community in response to Question 3: “Based on the information provided at the public information event and the information on our project website, www.viking-link.com, do you have any comments on the following: The decisions and reasons that led to the identification of the three shortlisted landfall points?”
VL0013	Cheapest
VL0019	I understand why we have to attempt to improve our energy supply (maybe if we turned things off sometimes it would help!!). Unfortunately I do not understand why we cannot be self sufficient and not rely on other countries. We are surrounded by <u>constant</u> tidal energy. Surely we could utilise that?
VL0041	As the Humber is an industrialised area on both sides why not come ashore there, causing less upheaval for everyone, and also as Ferrybridge power station has closed there is a connection to the National Grid there and sufficient land to build a CS. The decision to come ashore on the Lincolnshire coast seems to be because less people live there and the objections would be less
VL0042	We agree with all your comments on pages 9 and 10 of your Non-technical Survey Summary booklet
VL0044	Potential LF1 access via Sea Rd would cause chaos. There is no infrastructure in place nor do we want further roads built. The traffic along Roman/Huttoft bank is already too much for the road
VL0048	Don't feel as though these were explained at all
VL0053	I appreciate that the landfall for Denmark needs to be on the east coast. I question the sense of landing at the most remote beach in Lincolnshire with a summer population of around 2-2,500 for security reasons
VL0077	Not at this time (May 2016)
VL0078	No not really
VL0079	LF1A is not viable due to impact on surrounding areas. LF1 is probably the best site due to position away from occupied properties. LF2 is nearer your access point and below water drains. No need for drilling under two if either of 1st two sites are chosen
VL0080	Timing is unfortunate in relation to Triton Knoll project adding to the disruption to the local community
VL0081	Road infrastructure at either site during beach and underground cabling installation period unlikely to be sufficient. Roads through Alford (school hours) and Sutton mini-roundabout often chaotic some times of year. Lead me to believe that sites are better north of Yarmouth (Happisburgh)
VL0082	Not yet
VL0083	Concern that one reason for choosing sites was other sites had vast caravan sites - does this mean the company is more concerned at disruption to businesses and tourism than it is to rural residents who live and work in the area all year
VL0187	Too busy an area
VL0311	Unsure about the logic for using Huttoft Car Terrace area LF1 as this is one of the most frequently used areas due to its unique position being the only direct vehicular access for both disabled and able bodied persons. Used frequently for bathing and watersports, more than the other identified landfall sites
VL0312	All three seem feasible and realistic. But there is no assessment of cost and therefore the ultimate price of electricity. What for example is the cost benefit of alternative sources of generation?
VL0316	No. Could have come straight across the sea ending higher up North. Our roads are not made for the traffic that will be needed to accomplish the work required.
VL0318	You just think Lincolnshire can be used as a dumping ground
VL0545	Too far away from Bicker Fen and will cause too much disruption to the three local areas
VL0546	The affect of heavy industry to our natural environment and wildlife
VL0547	Why all this disruption here - why not somewhere else - when could possibly have linked up with RWE (if their plans are passed) so area will be hit for a second time. Double disruption/noise/traffic/disturbance to wildlife and residents
VL0548	The landfall should be sited closer to the CS thereby avoiding massive disruption to a large area of countryside
VL0585	I also attended the Anderby village hall presentation. Whilst you say these are the only landfall points, I still feel that some of the other locations are equally of merit and some of the points identified as making those location

Table 10.4 Phase 1 Consultation Feedback Landfalls – General Landfall Question 3

VL Ref	Feedback received from the community in response to Question 3: “Based on the information provided at the public information event and the information on our project website, www.viking-link.com , do you have any comments on the following: The decisions and reasons that led to the identification of the three shortlisted landfall points?”
	unsuitable, apply equally to the landfall points you have selected as being suitable. Furthermore, where the gas terminal is, the landfall site falls within an existing brown field site and is secure from a security viewpoint and a gas /oil pipeline must allow a parallel route for the electric cables once ashore. For LF3 it is supposedly restricted beach access but Lincshore manage just fine with plant and other machinery.
VL0586	No

Impacts and Mitigation

Table 10.5 details all of the Phase 1 Consultation Feedback received from the community in response to Questions 4 and 5 of the Landfall Consultation feedback form.

Table 10.5 Phase 1 Consultation Feedback Landfalls – Impacts and Mitigation Questions 4 and 5		
VL Ref	Feedback received from the community in response to Question 4: “Based on the information provided at the public information event and the information on our project website, www.viking-link.com, do you have any comments on the following: The potential impacts, environmental or otherwise, of the project?”	Feedback received from the community in response to Question 5: “Based on the information provided at the public information event and the information on our project website, www.viking-link.com, do you have any comments on the following: Are there any additional measures you think we could take to further mitigate these impacts?”
VL0013	Awfull	Go elsewhere
VL0019	Due to rural, narrow lanes the increased used of construction traffic will cause untold congestion at times <u>and</u> wear and tear on already potholed and damaged surfaces. Wildlife will be disrupted. <u>Also</u> although the areas are not <u>major</u> residential areas the people who <u>do</u> live there will suffer	
VL0041	There is a country park in the area but once again no thought of that as the population is very small, the roads are not suitable for construction vehicles, the area would be damaged beyond repair by work required.	As Triton Knoll is supposed to come ashore why not share 1 lot of workings but that would be too easy and of course large companies do not do that, i.e. gas dig the road a week later water and so on
VL0042	Been made aware of them all	
VL0044	Traffic noise, disruption to the neighbourhood. We <u>ARE</u> isolated and want to remain so. Currently in my small holding there are nesting geese, bats, owls, water voles and other wildlife. Swifts and swallows next in my garage soon and this disruption would ruin this and our lives. It would affect property values and completely spoil an area enjoyed by many people who live here and those who visit from the Midlands.	
VL0048	Designation as coastal country park means the area has enough significant environmental and scientific importance to justify protection i.e. porpoise, migrating birds, quiet leisure space for humans, coastal erosion etc. Do not understand, therefore, why you have chosen to disrupt it. Skegness has an industrial estate you could have gone through if environmental issues were really more important than economics	I feel the low density population of the area and the government's lack of real concern for anyone outside of London, means the area has been chosen for its 'cheapness' and your concern re. your impact will be proportionate to this
VL0051	"Disruption" of <u>workers</u> in the area - we have chosen to live here 1) because it is so quiet (we are retired!) 2) wildlife 3) easy access to the sea - "noise" that the workers and any machinery will make	In <u>winter</u> months carry out the work <u>because</u> this area is coastal and a holiday area that my family visit so March-Sept should be <u>avoided</u> PLEASE
VL0053	The impact at Anderby Creek will be significant. The Wildlife Trust will deal with species and their habitats. With regard to the impact on the environment for visitors and residents the impact will extend our fear	A conversation about security to allay concerns with regard to a possible attack on a remote, unprotected, natural infrastructure installation
VL0058	Heavy traffic on roads that won't be able to cope impact this will cause to the residents and holiday makers and businesses. Impact on wildlife, dog walkers, beach users, joggers	Bring in the cables via boats
VL0077	Living right on the coast, the sea defences now in place <u>must be</u> safeguarded 'at all times'	Not more than those stated above
VL0078	Residents, wildlife, traffic etc etc.	Yes look elsewhere!! There is a gas works further up the coast that is closing. Why not go by that site? Less disruption to tourism and local people plus environment. But surely there are alternatives to provide electricity
VL0079	LF1A would cause problems with golf course and road access limited. LF1 local beauty spot and visitors are there all year. LF2 as above but no visitors during winter period	Yes go somewhere else
VL0080	Choice of route needs to either mirror the Triton Knoll route and timing needs to coincide, or take a very different route that will involve other parts of community	Look for alternative landfall
VL0081	If a professional job is ensured then after completion little adverse effect should occur	Sort the roads out - one-way routing could be necessary at times
VL0082	Not yet	Not known yet
VL0083	Carving up the Lincolnshire countryside and putting crop/food production at risk during construction has to be an impact consideration. Likewise extensive damage to wildlife habitat such as badger/fox lairs, not	Come ashore further south of Skegness - take the shortest route

Table 10.5 Phase 1 Consultation Feedback Landfalls – Impacts and Mitigation Questions 4 and 5

VL Ref	Feedback received from the community in response to Question 4: “Based on the information provided at the public information event and the information on our project website, www.viking-link.com, do you have any comments on the following: The potential impacts, environmental or otherwise, of the project?”	Feedback received from the community in response to Question 4: “Based on the information provided at the public information event and the information on our project website, www.viking-link.com, do you have any comments on the following: Are there any additional measures you think we could take to further mitigate these impacts?”
	forgetting smaller mammals and insects	
VL0118	It could impact heavily on tourism - something the area depends on	
VL0186	Safety is paramount to avoid any flooding. I hope you can offer some sort of guarantee that flooding will never happen	
VL0187	Should be minimal if managed well and therefore query why it would not be sited further south in the "nature reserve area" to minimise distance to CS. If cableing goes under sea wall defence could this have a detrimental effect on the strong tidal currents. Ancient forest offshore at LF1	Cable would need to be very deep to avoid ancient forest at LF1. Bring ashore where it has least impact i.e. lowest population, existing sufficient road access
VL0310	Safety is paramount to avoid any flooding. I hope you can offer some sort of guarantee that flooding will <u>never</u> happen	
VL0311	Should be minimal if managed well and therefore query why it would not be sited further south in the "nature reserve area" to minimise distance to CS. If cableing goes under sea wall defence could this have a detrimental effect on the strong tidal currents. Ancient forest offshore at LF1	Cable would need to be very deep to avoid ancient forest at LF1. Bring ashore where it has least impact i.e. lowest population, existing sufficient road access
VL0312	The cable routes via trenchless method is clear. But there is no assessment of the traffic for construction and the impact of that on the land take and on road use, particularly important to tourist and leisure economy.	Traffic analyses. Cost benefit analyses.
VL0314	<ul style="list-style-type: none"> • road system for access totally unsuitable in all directions, especially in summer • noise, especially when working 24 hrs • tourism - very well used beaches throughout the year • environmental impact - v important nesting sites 	Build haul roads Compensation for loss of holiday trade Explain "mitigation" re noise Find out nesting sites (e.g. marsh harrier) and avoid these areas
VL0316	Coming in at LF1 will mean disturbing the sea defences, going through marsh lands and across wild life areas. It will also cause disruption to family homes. It is not a suitable site.	If you go through LF1a there will not be as much disruption. The roads will need to be improved to take the impact of the traffic. To go through LF2 where there is already work going on would be a better option.
VL0317	Please find enclosed letter regarding potential impacts of the project. Question 4: I am extremely concerned about extra traffic and large lorries this project will bring with it, all using Sea Road in Anderby village. My house, Rustic Cottage, is situated close to the road and the traffic now causes it to shudder, especially large lorries. So I feel with the extra use this could have a long term damaging effect on the foundations of my property. Sea Road is also used by pedestrians, cyclists, dog walkers and horse riders who even now have to share Sea Road with lorries, tractors, cars and caravans, all of which will undoubtedly be at risk with the increase of traffic and large lorries. Lastly, the subject of potholes and deep ruts which are already a problem in Sea Road and can only be made worse with the increase of traffic and large lorries. So, I respectfully suggest that Sea Road is NOT up to the task now let alone with the extra load this project will put on it. I hope this information will be taken into account when making your decision.	
VL0318	Agricultural land being torn apart again - Lincolnshire is a major food production area - Farmers, like us, are fed up with all the worry of their land being disturbed and all the farm forms being altered should this go ahead	Yes, go away, make your own electricity and leave us to choose our own means of power.

Table 10.5 Phase 1 Consultation Feedback Landfalls – Impacts and Mitigation Questions 4 and 5

VL Ref	Feedback received from the community in response to Question 4: “Based on the information provided at the public information event and the information on our project website, www.viking-link.com, do you have any comments on the following: The potential impacts, environmental or otherwise, of the project?”	Feedback received from the community in response to Question 4: “Based on the information provided at the public information event and the information on our project website, www.viking-link.com, do you have any comments on the following: Are there any additional measures you think we could take to further mitigate these impacts?”
VL0412	<ul style="list-style-type: none"> > Concerned re. the road access/infrastructure to all 3 proposed landfall sites. Roads are narrow and in poor state of repair today. > Noise levels during the 9 month "landfall stage" - 24/7 working? > Impact on "nature" - both land and sea 	<ul style="list-style-type: none"> > "Limit" working hours to minimise noise issues > Monitor noise during working hours and carry out noise mapping to understand the impact on local residents > Keep the people affected by any possible issues informed on progress - is the project still on plan for completion, have key milestones been achieved
VL0513	All sites are in the costal country park and any noise or disturbance could lead to the many birds who nest here, disappearing and never returning. Impact on the infrastructure - grass verges and road surfaces eroded by heavy vehicles / machinery.	All grass verges and road surfaces to be made good after the project. Also, any fields restored to owners satisfaction.
VL0545	Local infrastructure not good at present and not suitable even for holiday season traffic. Certainly not good enough for extra construction vehicles	
VL0546	Disruption to wildlife and land around the site	Careful planning and choose the most appropriate site which will least disrupt the eco balance of the area
VL0547	Very concerned about the possible impact on coast as current beach replenishment programme (Linkshore) is only funded for this year - what will be the impact given plans to dig trenches etc.	Move it to north of Mablethorpe where there is also a National Grid infrastructure which has been announced is under possible threat of closure. Less disruption to people and wildlife
VL0548	Disturbance and distruction of local countryside and wildlife	Don't do it
VL0585	Access to whichever location is selected for landfall has been underestimated and the key features (section 3.5) refer to things like "impact ..COULD be avoided ...". Well is it going to be avoided or not? How can we make an informed decision if in reality you have not actually made up your mind what you are going to do ? LF2 says its limited to natural sand defences. Are you sure ? At Chapel Point the North Shore Observatory contractors have hit concrete 20 feet down that is now thought to be old sea defences that the surveyors / architect never found (and have been sacked by all accounts). How can you assume all will be ok without checking first ?	Traffic in the Anderby area has been underestimated both for the landfall site and the cable route. All three landfall sites state that Anderby village will be used for access. At the meeting it was noted that a haul road COULD be constructed but there are no promises. In reality this is needed not only to separate construction traffic from users of small country lanes but also from the fact that construction traffic will be two way (to and from site) with the problems of large vehicles trying to pass each other on roads that are not suitable for this. However, we estimate you will try to avoid the cost of a haul road and we will pay the price.
VL0586	Yes regarding LF1A see below	Don't know

Comments on the Converter Station

Table 10.6 details all of the Phase 1 Consultation Feedback received from the community in response to Question 12 of the Landfall Consultation feedback form.

Table 10.6 Phase 1 Consultation Feedback Landfalls – Comments on the Converter station Question 12	
VL Ref	Feedback received from the community in response to Question 12: “Based on the information provided on the exhibition panel, is there anything you would like us to take into consideration when identifying a preferred converter station site? “
VL0019	No CS anywhere along the coastal strip
VL0041	As I do not live in the area chosen I cannot comment only to say the Humber towards Ferrybridge Power Station seems to be a better option, connection to National Grid and plenty of land to build the CS on site
VL0044	The impact on people's lives. Just because LF1 community is small isn't a good reason to disrupt everything. People bought homes here for solitude and you will ruin that, and already have
VL0048	I am sure - like RWE - you use consultation/PR agencies to promote your project. Personnel are usually young, attractive and primed to promote your company and not really listen to local concerns - and it shows
VL0053	Landfall XXXXX should be consulted before converter site
VL0058	All of the previous
VL0077	As this should not impact on our property, we feel unable to comment
VL0079	Access and drilling under water as this would increase noise levels considerably
VL0080	Was unable to attend any event so would require more information to comment
VL0187	No view as no knowledge (personally) of the area
VL0311	No view as no knowledge (personally) of the area
VL0312	No. Do not know the area well enough to comment
VL0316	We were told that the CS would be underground and nothing would be seen above ground. Hopefully this will be the case and no eyesore buildings will be visible.
VL0317	Please see question 4
VL0318	Forget the project
VL0412	Not affected
VL0514	Do not know enough about the area so cannot comment
VL0585	Unable to comment.

Feedback received in relation to the Landfall Consultation Events

Table 10.7 details all of the Phase 1 Consultation Feedback received from the community in response to Questions 14, 15, 16, 17 and 18.

Table 10.7 Phase 1 Consultation feedback received in relation to Questions 14, 15, 16, 17 and 18 – The Landfall Consultation Events					
VL Ref	Feedback received from the community in response to Question 14: “What was your main reason for attending the public information event?”	Feedback received from the community in response to Question 15: “Do you feel this consultation event has provided you with all the information you needed?”	Feedback received from the community in response to Question 16: “If no, please let us know what additional information we could have provided?”	Feedback received from the community in response to Question 17: “Do you have any other comments about this consultation event?”	Feedback received from the community in response to Question 18: “Do you have any other comments about the Viking Link project?”
VL0013	To voice my objection to LF2	No	No definite way the transport for the works to get to site. No definite time it will take to complete from start time	Plenty of people on site to talk to	The electricity we use in this country should be produced in this country. Importing confirms what I have always thought. Wind turbines are a complete waste of money
VL0019	To find out how much this will impact on us, our neighbours and friends	No	Did not give an accurate timescale, although I understand the political and financial climate play their parts		I feel that I can make my feelings obvious <u>but</u> my opinions will make no difference to this project. The decisions either have or will be made regardless of how I feel
VL0041	To voice my objection to a poorly thought out construction project	No	A route for the cable as no one seemed to know where it goes from the beach to Bicker Fen or who it might affect	Use the Humber	Unnecessary in a rural area when industrial areas exist
VL0042	Because we live in the affected area and wanted all the facts	Yes	Plenty of information and very helpful staff	"Approach to cable routeing" states depth of 1.5m. I worked on the land all my life and I feel this is insufficient because of erosion and today's modern farming machinery sub-soils at much greater depths	
VL0044	To register disapproval of proposed landfall sites	No	Tell the public the truth. Exactly where the trenches are proposed	This did not manage to alleviate any concerns whatsoever to resolve what we now sleepless nights and constant worry	It is not helpful having your staff telling us this may affect our land one day and that it will not on another. We need to know the truth not propaganda
VL0048	I couldn't not	No	We are told that detailed information re. project duration, impact, specificity is not known and cannot be shared. I cannot believe that such an expensive undertaking is not fully researched and costed from the outset. This is business not philanthropy. You would be better respected if you told us what you were doing and invited us to like it lump it rather than pretending that so much was unknown to yourselves	Said it	In response to Qs 1 and 2 - But don't think solar roof panels have been fully promoted Said it
VL0049	To find out what was going on	Yes		No	No

Table 10.7 Phase 1 Consultation feedback received in relation to Questions 14, 15, 16, 17 and 18 – The Landfall Consultation Events

VL Ref	Feedback received from the community in response to Question 14: "What was your main reason for attending the public information event?"	Feedback received from the community in response to Question 15: "Do you feel this consultation event has provided you with all the information you needed?"	Feedback received from the community in response to Question 16: "If no, please let us know what additional information we could have provided?"	Feedback received from the community in response to Question 17: "Do you have any other comments about this consultation event?"	Feedback received from the community in response to Question 18: "Do you have any other comments about the Viking Link project?"
VL0050		Yes			In response to Q2 - Green alternatives not considered
VL0051	To find out if our home was going to be threatened. When work commences. General information	Yes		Very good. Staff very professional, friendly and informative, thank you!	Good luck! :)
VL0052	I am very concerned that the electricity from the windmills at sea still are not connected to the national grid. People have spent a great deal of time and money to try to help Triton Knoll to make good decisions and find it hard to face further upset with this project				
VL0053	Resident	Yes		Well laid out and presented. Very accessible	
VL0058	To find out more about the project and see how it would affect the area	Yes			
VL0059	Local residents and golfer	Yes	Contradictory statements made by employees about golf course (one said it would be closed, whilst others said it would not due to 'moleing' under)		In response to question 2 - But not clear as could be better
VL0076	To tell you we don't want it. You are not thinking about people. You think you can ride "rough shod" over our lives and property	No			We are not going to benefit from it. No English workers! Only National Grid to benefit
VL0077	To find out how (if any) the impact would be on our own property	Yes		Excellent at the Grange and Links (but) too much consideration given to caravan sites. Due to our east coast location, it is a very short holiday season!!	So much better than the unsightly electricity pylons stretching across miles of our countryside
VL0078	To see what, why and how you intend to carry this out without disruption and to why there could not be an alternative for supplying electricity from ourselves rather than other countries. What happens if we come out of E.U?	No	What the consumer gets out of this. Why do we have wind farms? Anything as yet that has been built is <u>not</u> being benefitted by the consumers	This is just for the benefit of National Grid and there is no need for cables to be running from one country to another just for <u>our</u> benefit. How are all the other countries benefitting? Consumers? I don't think so	Yes. Go back to the drawing board
VL0079	To ask questions	No	What would happen if we come out of the European union?	No	No
VL0080	Private meeting with Matthew Mayne as	No	See Q14	See Q14	Timing rather unfortunate in relation to Triton Knoll and public statements made

Table 10.7 Phase 1 Consultation feedback received in relation to Questions 14, 15, 16, 17 and 18 – The Landfall Consultation Events

VL Ref	Feedback received from the community in response to Question 14: “What was your main reason for attending the public information event?”	Feedback received from the community in response to Question 15: “Do you feel this consultation event has provided you with all the information you needed?”	Feedback received from the community in response to Question 16: “If no, please let us know what additional information we could have provided?”	Feedback received from the community in response to Question 17: “Do you have any other comments about this consultation event?”	Feedback received from the community in response to Question 18: “Do you have any other comments about the Viking Link project?”
	unable to attend any consultation				at time of Triton Knoll appeal in January were rather dishonest
VL0081	Regular coastal walker this region - enjoy largely unspoilt beaches	Yes	Construction routing while laying cables	Very professional - as expected	In response to Q2 - Prevarication by past Governments
VL0082	To gain insight of proposed development unfortunately it was only partially complete	No	The complete proposal. Not segmented sections	Not yet	
VL0083	To gain information on proposed cable route	No	Cable route	Why does Denmark have capacity to sell electricity to UK and at what cost?	As a private company what powers do you have for compulsory purchase? As a private company how does the FoI act allow us to find out how much you pay landowners?
VL0117	I am an employee of Sandilands Golf Club and wanted to find out more information	Yes			
VL0118	To see what was proposed and how it would affect the area in which I live.	Yes		It was very informative with representatives very willing to discuss and helpful. However, what is proposed, and what actually transpires are not always the same and therefore caution must be exercised.	
VL0187	Gather more factual information	No	Impact on any persons using the water i.e. for bathing, sailing, jet skiing. How long it takes to lay cable in specific areas (i.e. interruption to a persons access). An interpretation of what the works would look like		
VL0311	Gather more factual information	No	Impact on any persons using the water i.e. for bathing, sailing, jet skiing. How long it takes to lay cable in specific areas (i.e. interruption to a persons access). An interpretation of what the works would look like		
VL0312	Local interest. And wider energy policy interest	No	See earlier comments on traffic and cost analyses	It was well conducted at the event I attended at the Grange and Lincs Hotel.	
VL0313	To ascertain what was involved and how it would affect the local area.	Yes	N/a		
VL0314	Concern re road usage. Living on Huttoft Bank our verge suffers already from heavy duty traffic. Regular use by heavier	No	<ul style="list-style-type: none"> • Details re timing of work - not dates yet but at least duration of each part • explanation how you would mitigate 	you pass through villages on A52?	

Table 10.7 Phase 1 Consultation feedback received in relation to Questions 14, 15, 16, 17 and 18 – The Landfall Consultation Events

VL Ref	Feedback received from the community in response to Question 14: "What was your main reason for attending the public information event?"	Feedback received from the community in response to Question 15: "Do you feel this consultation event has provided you with all the information you needed?"	Feedback received from the community in response to Question 16: "If no, please let us know what additional information we could have provided?"	Feedback received from the community in response to Question 17: "Do you have any other comments about this consultation event?"	Feedback received from the community in response to Question 18: "Do you have any other comments about the Viking Link project?"
	vehicles would seriously damage the road		noise levels • will you compensate traders / park owners • will your vehicles damage house structure		
VL0315	Live near proposed landfall sites				
VL0316	To see what was planned	No	The truth about the plans as asking persistent questions resulted in us feeling everything was already cut and dried and plans have already been made about what site to use.		
VL0317	Information about project	yes			Please see question 4
VL0318	To establish what you are up to	No	Be honest and state the route on land you intend to take - it is quite obvious it will be direct to Bicker so you must know where you intend to go!	You stated you would be contacting landowners which proved you know where you intend tearing up the countryside / land for some 30 miles	Yes, if you can come under sea from Denmark then go remainder under sea, say, to Killingholme rather than Bicker which is already industrialised.
VL0412	To fully understand the project, the thought process and the reasoning behind it	Yes		> No - the presentation was well put together, the team were professional and friendly which is never easy when people naturally want to "resist change"	In reference to question 2: How often are we likely to "trade" electricity > No - we need the outcome of this phase and the follow-up consultation later this year
VL0512	To find out exactly in detail what options have been proposed.	No	More defined timescales for the various options of how long works in each area will take. No of vehicles plant machinery etc. involved and length of time on site for each area. Answers were vague - given by consultation staff.	More residents in Sutton on Sea should have been given the opportunity to attend the event. Many residents, more Sandilands towards centre of village, did not receive a letter.	
VL0513	To clarify the routes which would be used, why they were shortlisted and time span of the project.	Yes			
VL0514	Concern about our property and all the others on Sea Lane, Huttoft Bank	Yes		Found the staff very helpful	Please keep us informed of the progress of the project.
VL0545	To gain more information with regard to mine and other property in the area of LF1	Yes			
VL0546	As local residents who live in Sandilands	Yes			We have no problem with the proposed

Table 10.7 Phase 1 Consultation feedback received in relation to Questions 14, 15, 16, 17 and 18 – The Landfall Consultation Events

VL Ref	Feedback received from the community in response to Question 14: "What was your main reason for attending the public information event?"	Feedback received from the community in response to Question 15: "Do you feel this consultation event has provided you with all the information you needed?"	Feedback received from the community in response to Question 16: "If no, please let us know what additional information we could have provided?"	Feedback received from the community in response to Question 17: "Do you have any other comments about this consultation event?"	Feedback received from the community in response to Question 18: "Do you have any other comments about the Viking Link project?"
	and have a family and property it is very important to us that there is safeguards for 'our' wellbeing put in place and that 'our' views are recognised if LF1A is chosen as a landfall site. Please read Quest 11 as this issue is uppermost in our wishlist				project, just concerns about the construction period and safety issue for residents and their homes
VL0547	To find out how it would impact on us and the village we live close to	No	> Plans to collaborate with RWE to cause less disruption > Effect on beach replenishment - no commitment to replenish - further 5 year programme would be needed given the potential disruption		Why are you not looking at the site north of Mablethorpe where there is already a National Grid infrastructure which is under possible threat of closure
VL0585	To identify what was going on and obtain information with which to make an informed decision although must of what we need to know appears to either not be known or not fit for public consumption yet. It also seems odd that you pick sites before working out where the cables would go as cable route cost surely has a bearing upon where the locate the start and end points !	No	Whilst the information provided was useful there are things that you don't seem to know yet. In the info boards there are a lot of "could" statements i.e we could do this - with the resulting question .. well are you doing it or not ? You also seem to be selecting sites without actually knowing whether it is technically feasible to obtain a result that will actually be found to be cost prohibitive once work starts.	The people from Viking Link at the event (Anderby Village Hall) did have sufficient technical knowledge to be able to discuss some of the technical issues and it was conducted in a friendly manner conducive to finding out about what was going on unlike similar events from Wind Farm organisations.	Yes. I think the landfall locations chosen are not the correct ones and not enough detail of exactly what the impact on Anderby village would be. It is not clear that all locations will need to use Anderby Village for access unless a haul road is used. That you say a haul road COULD be used is insufficient. I also think you underestimate the sea defences and think there is further concrete, giant granite boulders and also groynes at lower levels than anticipated as photos from 2003 and onwards show (copies available on request).
VL0586	Didn't know about public consultation		Don't know	I was unaware of this consultation or even the project until today the final day for feedback. So please excuse my rushed response with no detailed consideration. If I had more time I could give it some deeper thought.	

Appendix 11 Phase 1 Consultation Converter Station Feedback

Note that as far as possible all feedback which was received has been directly translated into the following tables.

Converter Station Site CS1

Table 11.1 details all of the Phase 1 Consultation Feedback received from the community in response to Questions 6 and 7 of the Converter Station consultation feedback form.

Table 11.1 Phase 1 Consultation Feedback Converter Station - CS1 Questions 6 and 7		
VL Ref	Feedback received from the community in response to Question 6: “Based on the information provided on the exhibition panel, do you have any comments on the use of CS1 as a site for the proposed converter station?”	Feedback received from the community in response to Question 7: “Do you have any other comments about the site option CS1 that you feel we should take into consideration?”
VL0001	This site seems okay. Not near a village, close to Bicker substation. We would be in favour of the above converter site	
VL0006	We think would be good site close to Bicker substation remote out way from community, look better once finished	
VL0007	This is too close to Northorpe and noise pollution will be a major concern. Visual impact will be significant	Too close to Northorpe
VL0009	No additional comments	
VL0011	I do not think this is a site to use	
VL0020	Definitely one of the more suitable sites because of a) locality to the Bicker substation and b)a suitable distance from residential areas. Far enough away from the A52 to be less unsightly and less background noise	
VL0021	Too close to parts of Northorpe Village	
VL0022	The converter site here would greatly spoil the rear open views our house currently enjoys	Yes! This would have a negative impact on the enjoyment of our home and subsequently the resale, leading to loss of investment
VL0023	Assuming the main DC cable will come in via the North of Bicker Fen substation why incur cost to go by the site to take AC cable back again. Too much good agri land taken out and disrupted CS1 not as ideal as CS9	No, feel covered in Q6
VL0026	No objections on this site. A new road would be a good option and maybe this could be extended as a cycle route by a bridge across the drain so cyclists could get across the drain without using the dangerous A17	
VL0027	The fact that is in arable farmland is a continual objection along with the building of an access road	Already mentioned
VL0031	Nuts!	Selling England by the pound
VL0039	Seems too far south of existing grid site. This site is in Spalding District Council area and will complicate planning situation. Cost of looping the cables back to grid site seems unnecessary	Cost of upgrading access roads and passing many houses could be impractical
VL0040	Seems to me this is an ideal site	
VL0045	How would it be accessed?	
VL0055	This site in Donington has the minor benefit of spreading the environmental damage beyond Bicker. However, the fact that you would be taking your cables past Bicker substation and then going back seems unnecessary. Accessing this site via Northorpe village would I'm sure generate massive local opposition and impact on a substantial number of local households	
VL0056	No more land to be built on affecting village life. Keep all in one industrial site for maintenance and safety!	No access to major routes. Too close to Forty Foot water way in case of pollution and wildlife
VL0084	Again we think it would be devastating for this community to have to put up with the droning and ozone emissions, also apparently it will vibrate under our houses all the time	We think the health effect it will have on people is quite overwhelming and should be vital in your decision about this area
VL0088	CS1 close proximity to the site makes it or CS9 the logical sites	
VL0091	Aside from this site having a higher flood risk than the others; if this could be mitigated through protection measures. I feel this site offers a lot of flexibility for development with limited effect of the surrounding	No further comments. All covered in question 6

Table 11.1 Phase 1 Consultation Feedback Converter Station - CS1 Questions 6 and 7

VL Ref	Feedback received from the community in response to Question 6: “Based on the information provided on the exhibition panel, do you have any comments on the use of CS1 as a site for the proposed converter station?”	Feedback received from the community in response to Question 7: “Do you have any other comments about the site option CS1 that you feel we should take into consideration?”
	residential population. Please see reasoning below: <ul style="list-style-type: none"> • Fewer individual effected visually and by noise as a limited number of residential properties exist near to site with mainly farm buildings closest. • Site size allows for flexible design and closeness to existing substation helps the development to “fit” and be more in keeping with existing landscape. • Several options for access to the site exist allowing flexibility for developing new and existing roads. Such measures could minimise the CS’s effect on existing road infrastructure so not to erode the already poor road safety levels found in Lincolnshire. • Adequate site size for screening with tree to help noise and visual impact. • Agricultural land is lower quality than some of the other potential sites. 	
VL0092	Aside from this site having a higher flood risk than the others; if this could be mitigated through protection measures. I feel this site offers a lot of flexibility for development with limited effect of the surrounding residential population. Please see reasoning below: <ul style="list-style-type: none"> • Fewer individual effected visually and by noise as a limited number of residential properties exist near to site with mainly farm buildings closest. • Site size allows for flexible design and closeness to existing substation helps the development to “fit” and be more in keeping with existing landscape. • Several options for access to the site exist allowing flexibility for developing new and existing roads. Such measures could minimise the CS’s effect on existing road infrastructure so not to erode the already poor road safety levels found in Lincolnshire. • Adequate site size for screening with tree to help noise and visual impact. • Agricultural land is lower quality than some of the other potential sites. 	No further comments. All covered in question 6
VL0113	I doubt my opinion has any weight with you as I'm sure you have already made your minds up to which site you will use. However it seems to me that it has an easier access and perhaps less impact than 2 of the other sites	This parish has not had so much of the recent energy infrastructure forced upon them so could perhaps share some of the burden
VL0115	See attached overall points (<i>see other feedback -VL0115</i>)	See attached overall points (<i>see other feedback - VL0115</i>)
VL0116	It is as suitable as any of the chosen sites.	It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden.
VL0119	It is as suitable as any of the chosen sites.	It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden.
VL0120	It is as suitable as any of the chosen sites.	It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden.
VL0121	Equally as bad a choice as the others. Loss of prime agricultural land	As this parish, Donington, has not had to have any energy infrastructure, perhaps it could share some of the burden
VL0182	Far too close to Donington and the visual impact of the village. Too much disruption to the roads and local community	None
VL0184	Reasonably distant from human dwellings, unable to comment re. wildlife. Close to Bicker wind farm and therefore might fit more visually and from a noise point of view	
VL0306	CS1 would be ideal. Close to the windfarm and National Grid. A road had been installed to build the windfarm, this could be adapted to construct the interconnector.	Yes. Health, reduction in house prices, and the continues noise. We do not want it.

Table 11.1 Phase 1 Consultation Feedback Converter Station - CS1 Questions 6 and 7

VL Ref	Feedback received from the community in response to Question 6: “Based on the information provided on the exhibition panel, do you have any comments on the use of CS1 as a site for the proposed converter station?”	Feedback received from the community in response to Question 7: “Do you have any other comments about the site option CS1 that you feel we should take into consideration?”
VL0307	<p>Aside from this site having a higher flood risk than the others; if this could be mitigated through protection measures. I feel this site offers a lot of flexibility for development with limited effect of the surrounding residential population. Please see reasoning below:</p> <ul style="list-style-type: none"> • Fewer individual effected visually and by noise as a limited number of residential properties exist near to site with mainly farm buildings closest. • Site size allows for flexible design and closeness to existing substation helps the development to "fit" and be more in keeping with existing landscape. • Several options for access to the site exist allowing flexibility for developing new and existing roads. Such measures could minimise the CS's effect on existing road infrastructure so not to erode the already poor road safety levels found in Lincolnshire. • Adequate site size for screening with tree to help noise and visual impact. • Agricultural land is lower quality than some of the other potential sites. 	No further comments. All covered in question 6
VL0308	Too close to Donington and Bicker - too far from A17	
VL0309	This would appear to be one of the better options but would still have a severe visual impact on the open landscape. Probably the better of the 21 BAD options	None of the sites are acceptable in a rural, FLAT landscape. If it must be here, plant a forest around it.
VL0395	Put the CS in an environment that is not close to homes and grade 1 agricultural land. It would take years or maybe never for landscaping / screening to hide this site.	It is more remote from larger numbers of residents and access to / from A52 would be far better than the A17.
VL0396	Site the interconnector as far from Swineshead as possible!	
VL0486	Out of the 4, this is the best option locally but still too close to houses.	
VL0487	It is as suitable as any of the chosen sites.	It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden.
VL0492	It is as suitable as any of the chosen sites.	It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden.
VL0494	Prefer none of the 4 sites, but prefer a site CS1 as away from large areas of housing. Already large structures (wind turbines) in this area.	
VL0495	It is as suitable as any of the other sites which have been chosen.	Bicker is a very small village and has very little in the way of infrastructure. The roads are very narrow and when they built the substation a lot of heavy lorries came through the village.
VL0496	Given that I object to the converter station being in the area at all, this site is as suitable as any of the chosen sites.	I do not have sufficient information to make informed comment. But it is in a different parish than Bicker and they have little energy installations so sharing the burden might be reasonable.
VL0497	It is as suitable as any of the chosen sites.	It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden.
VL0498	It is as suitable as any of the chosen sites.	It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden.
VL0499	New to the area, have not visited the site but from your information seems to be an option to avoid damaging most people and near to substation but worried about cable disruption.	
VL0500	As newcomers to the area, we don't know this site, but appears on map to be a better distance from dense housing areas.	

Table 11.1 Phase 1 Consultation Feedback Converter Station - CS1 Questions 6 and 7

VL Ref	Feedback received from the community in response to Question 6: “Based on the information provided on the exhibition panel, do you have any comments on the use of CS1 as a site for the proposed converter station?”	Feedback received from the community in response to Question 7: “Do you have any other comments about the site option CS1 that you feel we should take into consideration?”
VL0537	I would say this would be the second choice site due to proximity to the substation and the fact that it could be contained in one field	
VL0539	As its close to any area that may be built as development for Donington. I feel it would be detrimental to the existing area in terms of site, noise and general well being	Its simple, nobody wants to have this industrial complex on there doorstep
VL0541	It is as suitable as any of the chosen sites.	It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden.
VL0549	It is as suitable as any of the chosen sites.	It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden.
VL0550	It is as suitable as any of the chosen sites.	It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden.
VL0577	It has the same suitable as any of the chosen sites	It is in a parish with little energy infrastructure and maybe should be expected to take some of the local burden

Converter Station Site CS3

Table 11.2 details all of the Phase 1 Consultation Feedback received from the community in response to Questions 8 and 9 of the Converter Station consultation feedback form.

Table 11.2 Phase 1 Consultation Feedback Converter Station - CS3 Questions 8 and 9		
VL Ref	Feedback received from the community in response to Question 8: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS3 as a site for a converter station?”	Feedback received from the community in response to Question 9 “Do you have any other comments about the site option CS3 that you feel we should take into consideration?”
VL0001	Not too keen on this site. Too close to the south forty foot drain because of its wildlife (birds, etc...)	
VL0004	No. It is the furthest away from any dwellings and seems to be the most sensible place	It needs to lie low off the ground as not to be seen from anywhere
VL0006	Don't think this one being close to the river. Would need extra land, but would have benefits not having no near residents, but would upset wildlife when comes to laying cables	
VL0007	This is a reasonable site as it is close to Triton Knoll and keeps cell industrial areas together	Check noise pollution
VL0009	This site is too close to the river. Myself and my family see over 20 people/day bring their dogs past our house to walk down the river for enjoyment and exercise. There are not many places in the area where you can see so much wildlife and have the quiet away from the A17. To have years of traffic and the sight of the converter station would forever ruin this place of tranquillity. The badger sets alone should prevent this site from being used	People also visit to spend time trainspotting and use local amenities boosting the local economy. If this site spoils that effect then it could prevent visits and have a larger detrimental effect than first anticipated
VL0011	Yes it is the site I would use it's out of the way only one house near it and no other buildings	Yes it is as less disruption to any village Bicker Swineshead
VL0020	Again a more suitable site, but not as close to the substation. Virtually no residential dwellings in this area, makes it more suitable than CS5	
VL0021	Best site possible and not too far from Bicker Fen substation	Would favour a new route from A17 rather than using Timm's Drove
VL0023	Better suited than CS5 but will need major expense on roads to site and <u>again too far away</u> from substation	
VL0026	This site seems too far away and access from the A17 could make the A17 more dangerous than it already is	
VL0027	Again this is agricultural land and should not be used as a converter station or any other building of a large commercial nature	As above
VL0028	This site would be more suitable for the fen as the dog walkers cyclists and hikers use this part of Cowbridge Road and they wouldn't have an unsightly view such as CS9. Bicker is a lovely place to live so don't go and wreck it	As above
VL0039	Ideal site as for its remoteness to houses. Very close to Triton Knoll cable track route	Major rebuilding of country lanes would be needed
VL0040	This is also an ideal site	
VL0045	If the Triton Knoll substation is sited next to site CS3 it would be convenient for access using their dedicated haul road. It would be a considerable distance from centres of population	
VL0055	Site CS3 will be adjacent to the proposed Triton Knoll converter and their planned haulage road to the A52. there is one household close to the site and others on North Drove, Bicker not too far away. Provided you used the haulage road planned by Triton Knoll to access from the A17 this would be the least worst option	I fail to understand why you are not working in cooperation with Triton Knoll. Both works will be constructed at about the same time, both involve landfalls on the Lincolnshire coast and the disruptive construction of underground cables to Bicker.
VL0056	No link road available. All to be built on one site	Should all be built around substation. Save more roads being built. Fields are for growing produce not electricity

Table 11.2 Phase 1 Consultation Feedback Converter Station - CS3 Questions 8 and 9

VL Ref	Feedback received from the community in response to Question 8: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS3 as a site for a converter station?”	Feedback received from the community in response to Question 9 “Do you have any other comments about the site option CS3 that you feel we should take into consideration?”
VL0060	If this project must go ahead this is a better site, it would have a lesser impact on the people of Bicker Fen	As above
VL0061	This is the only one of the four sites that is in any way practicable. It will have the least adverse impact on local people providing that the route used by construction traffic is via a <u>new road</u> and <u>not</u> through Bicker or Cowbridge Road	This would be a reluctant second choice as long as the access route did not involve travelling through existing roads in Bicker
VL0072	Most obvious choice as Triton Knoll already building access road to this site, so would minimise disruption, and not take further untouched land away. Away from houses.	No
VL0084	The economics and they environmental should be of the utmost reason for not positioning this in the Swineshead area	There would be chaos with all the vehicles what with building new roads for a start. Also our house prices will tumble with how it will look to perspective buyers. PUT IT THIS WAY WE DO NOT WANT IT
VL0091	<p>I do have some reservations about the station being so visible from the A17 (a major East/West route through England). Such a proximity to the route may effect tourism as it has a negative visual impact on all who travel through Lincolnshire or stay within nearby villages. Aside from this concern, I consider this site to be a serviceable option based on my comments below:</p> <ul style="list-style-type: none"> • No residential properties exist within 500 metres of site with mainly farm buildings closest. Outside of this areas the residential population is sparse resulting in fewer individual being impaired by the audible and visual effects that accompany a converter station and its development. • If the size of the site plot is an issue; it must be possible to purchase additional neighbouring land to allow for more flexible converter station designs to help the visual footprint and screening techniques. • Several options for access to the site exist allowing flexibility for developing new and existing roads. Such measures could minimise the converter station’s effect on existing road infrastructure so not to erode the already poor road safety levels found in Lincolnshire. • The south forty foot drain bank already provides a degree of screening on North West side. • Looking at the proposed Triton Knoll cable route; it seems to me that this site could work in with this venture. It would make sense that both share the same cable route back to the Bicker Fen substation. They could even share a route from Burgh Le Marsh. This to me would save time, money and decrease the impact of the cable laying both environmentally and on residents/communities along the route. • Agricultural land is lower quality than some of the other potential sites. 	No further comments. All covered in question 8
VL0092	<p>I do have some reservations about the station being so visible from the A17 (a major East/West route through England). Such a proximity to the route may effect tourism as it has a negative visual impact on all who travel through Lincolnshire or stay within nearby villages. Aside from this concern, I consider this site to be a serviceable option based on my comments below:</p> <ul style="list-style-type: none"> • No residential properties exist within 500 metres of site with mainly farm buildings closest. Outside of this areas the residential population is sparse resulting in fewer individual being impaired by the audible and visual effects that accompany a CS and its development. • If the size of the site plot is an issue; it must be possible to purchase additional neighbouring land to allow for more flexible CS designs to help the visual footprint and screening techniques. • Several options for access to the site exist allowing flexibility for developing new and existing roads. Such measures could minimise the CS’s effect on existing road infrastructure so not to erode the already poor road safety levels found in Lincolnshire. • The south forty foot drain bank already provides a degree of screening on North West side. 	No further comments. All covered in question 8

Table 11.2 Phase 1 Consultation Feedback Converter Station - CS3 Questions 8 and 9

VL Ref	Feedback received from the community in response to Question 8: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS3 as a site for a converter station?”	Feedback received from the community in response to Question 9 “Do you have any other comments about the site option CS3 that you feel we should take into consideration?”
	<ul style="list-style-type: none"> Looking at the proposed Triton Knoll cable route; it seems to me that this site could work in with this venture. It would make sense that both share the same cable route back to the Bicker Fen substation. They could even share a route from Burgh Le Marsh. This to me would save time, money and decrease the impact of the cable laying both environmentally and on residents/communities along the route. Agricultural land is lower quality than some of the other potential sites. 	
VL0113	If you have to site it anywhere then this would have the least impact, if you would use the road Triton knoll are installing from the A17. This would save all the disruption in village life and not destroy our rural roads which cannot cope with this amount of site traffic	There is more than enough land here to suit your purposes and it's the furthest away from residential propertys that a building of this height and size is best kept out of sight as much as possible
VL0115	See attached overall points (<i>see other feedback -VL0115</i>)	See attached overall points (<i>see other feedback -VL0115</i>)
VL0116	While none of the 4 sites is acceptable this is probably the least damaging and the one that can benefit from the Triton Knoll access route.	Co-operation with Triton Knoll over traffic management is essential if this site is to be used.
VL0119	While none of the 4 sites is acceptable this is probably the least damaging and the one that can benefit from the Triton Knoll access route.	Co-operation with Triton Knoll over traffic management is essential if this site is to be used.
VL0120	While none of the 4 sites is acceptable this is probably the least damaging and the one that can benefit from the Triton Knoll access route.	Co-operation with Triton Knoll over traffic management is essential if this site is to be used.
VL0121	Loss of agricultural land, but if this one was chosen it isn't too near to dwellings and would have an access track (Triton Knoll) from the A17 so traffic would not have to use totally unsuitable country roads	See above
VL0182	Most likely too far away from the wind farm itself	None
VL0184	<p>Remote from human dwellings, villages etc. However there is wildlife to be considered:- badgers, otters and birds.</p> <p>I understand that the Triton Knoll project, if approved, will be sited in this area with service road agreed. It would therefore reduce the impact overall if the converter were here also.</p> <p>Timms Drove is a completely inadequate road for any more traffic than it currently has</p>	
VL0306	CS3, this again could be used but it is too close to the river and further away from the windfarm thus making it more conspicuous if built	I know we need more electricity but why do you have to make it an inconvenience to the residents of this village. We do not want it.
VL0307	<p>I do have some reservations about the station being so visible from the A17 (a major East/West route through England). Such a proximity to the route may effect tourism as it has a negative visual impact on all who travel through Lincolnshire or stay within nearby villages. Aside from this concern, I consider this site to be a serviceable option based on my comments below:</p> <ul style="list-style-type: none"> No residential properties exist within 500 metres of site with mainly farm buildings closest. Outside of this areas the residential population is sparse resulting in fewer individual being impaired by the audible and visual effects that accompany a converter station and its development. If the size of the site plot is an issue; it must be possible to purchase additional neighbouring land to allow for more flexible converter station designs to help the visual footprint and screening techniques. Several options for access to the site exist allowing flexibility for developing new and existing roads. Such measures could minimise the converter station's effect on existing road infrastructure so not to erode the already poor road safety levels found in Lincolnshire. The south forty foot drain bank already provides a degree of screening on North West side. Looking at the proposed Triton Knoll cable route; it seems to me that this site could work in with this venture. It would make sense that both share the same cable route back to the Bicker Fen substation. 	No further comments. All covered in question 8

Table 11.2 Phase 1 Consultation Feedback Converter Station - CS3 Questions 8 and 9

VL Ref	Feedback received from the community in response to Question 8: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS3 as a site for a converter station?”	Feedback received from the community in response to Question 9 “Do you have any other comments about the site option CS3 that you feel we should take into consideration?”
	They could even share a route from Burgh Le Marsh. This to me would save time, money and decrease the impact of the cable laying both environmentally and on residents/communities along the route. • Agricultural land is lower quality than some of the other potential sites.	
VL0308	This seems the best option - it is furthest from all three villages, access is possible from the A17, near the existing windfarm and it would be the least visible	
VL0309	This would also appear to be one of the better of 21 BAD options. The visual impact would be severe on the open landscape.	None of the sites are acceptable in a rural, FLAT landscape. If it must be here, plant a forest around it.
VL0395	Timm's Drove is not a suitable access for the heavy traffic required for building the CS. Possibly too close to the railway line and too close to residents.	
VL0411		It appears inconceivable that the converter would be located on CS5, which would have a long term negative impact on the community, character, safety, loss of arable land, wildlife, when there is a much more viable and appropriate site <u>next</u> to the substation
VL0486	Still far too close to houses	As comments in CS5
VL0487	While none of the 4 sites is acceptable this is probably the least damaging and the one that can benefit from the Triton Knoll access route.	Co-operation with Triton Knoll over traffic management is essential if this site is to be used.
VL0489	Far too close to Forty Foot Drain	Wildlife would disappear, impact on the local wildlife site Loss of Grade 1 land
VL0491	Too close to the Forty Foot Drain. Loss of Grade 1 land.	Wildlife would disappear, so an end to the local wildlife site.
VL0492	While none of the 4 sites is acceptable this is probably the least damaging and the one that can benefit from the Triton Knoll access route.	Co-operation with Triton Knoll over traffic management is essential if this site is to be used.
VL0495	While none of the 4 sites are really acceptable to the village CS3 is probably the least damaging to the village and would benefit from the Triton Knoll route.	You must cooperate with the Triton Knoll scheme over vehicles coming into the village
VL0496	The site is probably the least damaging and with some common sense talks with Triton Knoll over access route might enable the least effect on local people. It would also relieve pressure once again on Bicker Village.	Talk to Triton Knoll and cooperate
VL0497	While none of the 4 sites is acceptable this is probably the least damaging and the one that can benefit from the Triton Knoll access route.	Co-operation with Triton Knoll over traffic management is essential if this site is to be used.
VL0498	While none of the 4 sites is acceptable this is probably the least damaging and the one that can benefit from the Triton Knoll access route.	Co-operation with Triton Knoll over traffic management is essential if this site is to be used.
VL0499	As CS1, expect further from substation so more cabling?	
VL0500	See notes on CS1	
VL0537	I would say this would be the third choice site due to the distance from the substation. One positive would be that it seems to be the remotest site furthest away from residential properties	
VL0539	See question 12	
VL0540	Site furthest from population, but nearest to river bank	
VL0541	While none of the 4 sites is acceptable this is probably the least damaging and the one that can benefit from the Triton Knoll access route.	Co-operation with Triton Knoll over traffic management is essential if this site is to be used.

Table 11.2 Phase 1 Consultation Feedback Converter Station - CS3 Questions 8 and 9

VL Ref	Feedback received from the community in response to Question 8: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS3 as a site for a converter station?”	Feedback received from the community in response to Question 9 “Do you have any other comments about the site option CS3 that you feel we should take into consideration?”
VL0542		Make use of rail and waterway to bring in materials
VL0543		If chosen use rail link and barge on waterway to access all construction material. By using boats to Boston then barge to Swineshead avoids <u>ALL</u> road transport issues throughout the UK
VL0549	While none of the 4 sites is acceptable this is probably the least damaging and the one that can benefit from the Triton Knoll access route.	Co-operation with Triton Knoll over traffic management is essential if this site is to be used.
VL0550	While none of the 4 sites is acceptable this is probably the least damaging and the one that can benefit from the Triton Knoll access route.	Co-operation with Triton Knoll over traffic management is essential if this site is to be used.
VL0577	Although we feel none of the 4 sites are acceptable CS3 is probably the least damaging and one that would benefit from the Triton Knoll access route	Co-operation with Triton Knoll over traffic management. From previous experience it is essential for traffic management if this site is to be used

Converter Station Site CS5

Table 11.3 details all of the Phase 1 Consultation Feedback received from the community in response to Questions 10 and 11 of the Converter Station consultation feedback form.

Table 11.3 Phase 1 Consultation Feedback Converter Station - CS5 Questions 10 and 11		
VL Ref	Feedback received from the community in response to Question 10: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS5 as a site for a converter station?”	Feedback received from the community in response to Question 11: “Do you have any other comments about the site option CS5 that you feel we should take into consideration?”
VL0001	No. Too close to Swineshead village	
VL0003	Close proximity to A17 - traffic issues infrastructure sustainable. Personally we have property near hear. Decrease in property prices	As above
VL0005	Too close to Swineshead village, will impact on everyone on the A17 side	1) Excellent farm land will be lost 2) Unless it is blended into the landscape very well, it will be an eyesore 3) A17 is a bad road as is, extra site traffic would make it worse
VL0006	Would not like it to be here would effect the whole of the village could cause even more problems with traffic on the main road. The farm land is excellent in this area. The cost and disturbance of yourselves having to lay extra cable	
VL0007	This is by far the worst site, too close to Swineshead. Visual and noise impact will destroy the village	DO NOT BUILD HERE. Noise cannot be controlled and will impact on village
VL0008	I oppose the use of the site as it will affect our village. It will be very close to a substantial residential area. It will take up a huge area of very good quality farming land. I'm concerned about possible noise and appearance as this area is very flat. Also I believe that this work will not be carried out alongside Triton Knoll and therefore we will endure traffic problems on already very busy roads while the cables are being layed. I cannot see any positives	
VL0009	This site appears too close to the village and would be detrimental towards current and future development of the area. Businesses have found it hard enough to build customers and get footfall through the center already. This eyesore and noise not to mention all the construction and traffic noise would be too close to be ignored	The people of this area have to deal with enough noise and disruption from the A17 and the traffic, the site should be closer to the existing substation to reduce movement
VL0011	I would strongly object to this site as it is out in the open	
VL0012	A17 site problems. - Road already busy/accident prone area NOISE to village residents from generators/converters - humming etc. this will lead to complaints aimed at Viking long term - Can Viking <u>afford</u> to <u>defend</u> themselves in the future when villagers take complaints further	
VL0014		What evidence did you have when making the noise assessment? What consists of "typical mitigation measures" which would result in a noise reading of 28dB? These are assumptions made, just where is the evidence. Landscape screening we assume means planting trees etc., but this takes time to become established. Therefore a CS on this site would have an enourmous visual impact on the landscape for many years to come. No matter how sympathetic the design it is unlikely to fit in with its surroundings. The site is grade 1 agricultural and will be lost forever
VL0020	The most unsuitable because of close proximity to Swineshead Village. Also Swineshead has already been designated for two huge residential developments. It would become known as the village with the large converter station overlooking it. Not to mention the close proximity to an already busy and dangerous trunk road. We do fully object to this shortlisted site. Plus the fact that it is furthest away from Bicker substation	If this site was chosen, how do we know it's not going to be doubled in size over the next 10-20 years!! And how much low background noise??

Table 11.3 Phase 1 Consultation Feedback Converter Station - CS5 Questions 10 and 11

VL Ref	Feedback received from the community in response to Question 10: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS5 as a site for a converter station?”	Feedback received from the community in response to Question 11: “Do you have any other comments about the site option CS5 that you feel we should take into consideration?”
VL0021	Too close to A17. Whilst good for access could be too near for vandals etc. I would prefer a little more isolated place	A new housing development is due to start in the near future. Extending nearer to A17 than many existing properties
VL0022	Yes!! Our lives in our home as we have known for the last 52 years would be completely different. Our view and peaceful environment would be no more. Our enjoyment of our lovely home and the peacefulness would be ruined. The value of our home would plummet resulting in a severe loss of assets. We cannot imagine living in our retirement happily if this converter site is built here. We have worked hard to enjoy this stage of our lives. We would be devastated	Yes!! All of the above applies. The stress and upset it would cause us living near to the building process and the finished CS would be unbearable
VL0023	Not suitable as too close to village of Swineshead which is expanding and this land could become part of catchment area for future houses not only that it is Grade 1 land more beneficial to feeding the Nation's growing population. Yes 1st priority is to feed people 2ndly provide housing which will then need power!	Might be near the A17 but this heavily congested trunk road main East/West link too hazardous for construction turning in and out of site. Also with close location to village possible restriction imposed due to noise level
VL0024	This site is too close to Swineshead Village. A considerable number of properties lie just beyond 0.5km of the site, being located on Station Road, Coles Lane, North End, high St., and Hillcrest Gardens. In addition, plans are in progress for significant housing development on several sites between the existing built-up area and the A17, all of which will be within 0.5km of the site. Prevailing winds will carry noise from the site to new and existing housing inside and outside the 0.5km. Contrary to the exhibition panel, this will affect a <u>large number</u> of properties. The visual impact of the CS5 site will be considerable on what is now a view across open country towards Bicker, Donington and the rising ground beyond. Although there are wind turbines, they do not block the view	See above
VL0025	I am not in favour of option CS5, the nearness to the A17 is a major factor, also the arable land is excellent, we are a major land region for vegetables and crops. I can see the reason for a CS but NOT ON EXCELLENT ARABLE LAND. Kind regards	
VL0026	This is not a good site due to its proximity to the A17 road. As previously stated this road is dangerous enough as it is	There are discussions on the building of houses in Swineshead in the area opposite this site
VL0027	Excellent agricultural land again. Also too near the A17 which would almost certainly be affected during the building stage. It is also too near the village which is already increasing in size towards the A17	As above
VL0039	Very good site adjacent to main A17 trunk road. Little disruption for home owners	
VL0040	This is also an ideal site	
VL0045	The site is too near the village of Swineshead. It is the only site of the four that is near a village. Any of the other three would have less impact than CS5	
VL0046	Proximity to a large and expanding village with the potential of damage to listed and scheduled buildings. The loss of 116 acres of valuable Grade 1 agricultural land. Increase of cable required to connect to Bicker with the resulting increase in cost	It is believed that the proposed site has peat therein which would impact on foundation work affecting costs. There is a potential risk of flooding from the nearby 40' Drain, which will require additional changes to construction incurring further costs
VL0047	We think that with the A17 being a single carriageway, busy trunk road entrance and exit of vehicles would be a problem	
VL0054	This site just west of Swineshead appears ill advised in view of the prevailing wind direction and the proximity to the village	I would like to see an independently commissioned survey of the impact on the village with regards to : noise pollution, dust pollution, vibration/low frequency noise pollution, traffic/access via A17
VL0055	Apart from close access to the A17 I can see no benefits from this site. It would cause, and is causing, massive opposition from the residents of Swineshead.. If you really want to have easy access from the	

Table 11.3 Phase 1 Consultation Feedback Converter Station - CS5 Questions 10 and 11

VL Ref	Feedback received from the community in response to Question 10: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS5 as a site for a converter station?”	Feedback received from the community in response to Question 11: “Do you have any other comments about the site option CS5 that you feel we should take into consideration?”
	A17 you should look much closer to the South Forty Foot but as far away from Swineshead Bridge as you can get	
VL0056	Noise pollution - village life spoilt in building of this mess Grade I land is for growing veg not electricity	It is too large. So close to village life which may be detrimental in years to come which isn't/has not been proven as yet. The A17 trunk road is over stretched with volume of traffic as it is. Going to lead to more deaths in Lincolnshire
VL0062	CS5 is adjacent to the A17, already a busy road carrying heavy commercial traffic from the local vegetable and food processing industries and seasonal flow of traffic to the Lincolnshire and Norfolk coastal resorts. Swineshead village centre is a conservation area and the village designated for the greatest growth of the area by Boston Council. None of this seems to have been taken into account	Building on the opposite side of a by-pass (A17) to Swineshead is counter intuitive to the concept that this limits the urban expansion of the village. Consideration the future development of the village should be considered when locating commercial developments like this
VL0070	CS5 is too close to Swineshead village - prevailing winds would carry noise to the village plus unknown health dangers with any leakage. The A17 bypass is a <u>red route - a dangerous road</u> where previous accidents have happened when a car is stationary (turning). 2 years of construction traffic is not safe. It's a through road for non locals not aware of the added dangers. 25 metres high building is an eyesore and it needs to be at CS9; near the substation further into the fens	
VL0072	Ridiculous size of plot, taking away valuable growing land. Would be a huge structure in an otherwise untouched area. Would look like an industrial area rather than farmland. Dangerous access from A17, bound to be accidents. Close to properties, noise would be an intrusion.	
VL0074	CS5 is far too close to individual residential properties as well as the village of Swineshead. It will be impossible to make it "fit" into its environment. The access road into the A17 will increase the risk to residents and motorists. The A17 is classified as a "red route". The impact of a CS on the CS5 site will have a massive and catastrophic effect on the village community. Visually, environmentally and with the associated health issues. By far the best site for this development is CS9. It is deep enough in the fens to be less obtrusive. It's away from residential properties. It's next to the substation you need to connect to and will "fit" in better as there is existing industrialisation. It has a partial purpose built road for access (from the wind farm construction) on this site (CS9). It will have much less impact on the environment and local communities.	
VL0075	It will be built too close to a major road i.e. the A17. Together with the fact that access to the A17 will cause even more danger accessing it. It is already a dangerous road with regular accidents occurring	See above and it will be an object seen from the A17 by motorists who may be distracted by it whilst driving
VL0088	Raise my objection on the grounds of proximity to my new residence for which material commencement has began and been recognised planning reference B/12/0295 of Boston Borough Council. Looking at your mapping it does not appear that allowance has been made for the location of my property	The site is simply too close to the residential area of the village. There is no industrial buildings adjacent to the A17 near the village. The height at which the buildings will be in far in excess of any agricultural building in the region and will stick out like a sore thumb. The size of land taken 116 acre could lead to further unwanted industrial development. Disruptive traffic movement with the 225 ton transformers possibly coming and going in years to come. Dust generated via traffic movement/construction causing health issues with airborne dust engulfing the village and ruining valuable vegetable and salad crops grown on surrounding fields
VL0089	The pension scheme has many comments. CS5 is located on land owned by the scheme, why are only part fields being used in certain instances. The proposal is for over 100 acres, why so much more than other sites. CS5 is located adjacent/close proximity to property we have a vested interest in and construction on CS5 will have a detrimental effect on the business. Land at CS5 is some of the best. Most	Should CS5 go ahead it is highly likely that the output cables, 6 in total, will at some point cross other land owned by us. Disruption of this land will affect the farming module as literature suggest that between 15 and 35 metres will be required. Soil disruption will occur as top soil will become mixed with heavier subsoil rendering the returned soil far less fertile. Compaction of the soil will occur through running of heavy

Table 11.3 Phase 1 Consultation Feedback Converter Station - CS5 Questions 10 and 11

VL Ref	Feedback received from the community in response to Question 10: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS5 as a site for a converter station?”	Feedback received from the community in response to Question 11: “Do you have any other comments about the site option CS5 that you feel we should take into consideration?”
	<p>productive in the county and can not be replaced. Such land is highly sought after and cannot easily be replaced in nearby location. Removing part of a field can actually remove the total viability for an organisation</p>	<p>equipment again rendering the soil less fertile. Land drains will be cut through rendering the essential drainage as useless, The natural drainage will also be altered through the works disturbance which will take the land many years to recover from. Access to other fields will be restricted at times during construction due to diversions causing more expense through increased travelling time - fuel. Albeit only a small diversion, multiple journeys by multiple staff in different vehicles over a construction period will affect a business operation.</p> <p>Under the Electricity Act of 1989 - Statutory Obligations Section 9 "to do what you reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside." A visual appraisal would prove a significant adverse effect on landscape and visual amenity both in construction and operation to the nearby residents of Swineshead</p>
VL0091	<p>When commenting about suitability of any of the sites the biggest concern always boils down to the visual and audible impact of the CS on the number of residents during both the development stage and the operational stage (post development). This fundamental factor in tandem with the close proximity of the Swineshead village results in an overwhelming impact. Large numbers of individuals will be subjected to low frequency noise (humming) and have their immediate outlook compromised along with a more general effect on their amenity.</p> <p>Please see my other comments below:</p> <ul style="list-style-type: none"> • The A17 is a fast and dangerous road (officially classified as a RED ROUTE). Site access to this road will only increase the risk of more accidents and degrade the existing road safety level. • The site would occupy very open flat land with no existing trees to help screen the site and would stand out of the landscape no matter how much screening was planted. At the Bicker CS9 site the station would be deeper into the fen leading to less impact on the surround environment. There is also no so real distance/expanse between the site and the Swineshead village to position trees etc. Additionally, the Bicker Fen site has lots of existing trees and hedges and is already an "industrialised" site. • The Park Lane & Mill Hill Lane circuit is well used for people exercising, whether it be walking, cycling, running or just dog walking. This wouldn't be possible during the 3 year construction and probably wouldn't be desirable after completion. The Bicker Fen site is remote and won't affect these sorts of activities. • The site is grade 1 ("excellent") agricultural land vital for the production of food. The Bicker Fen site soil is of a lesser quality and therefore wouldn't be as much of a loss. • The site will emit a constant humming or buzzing noise. Even after insulation you will still be able to hear it. No one will hear it at the Bicker Fen site. 	<p>Further comments below:</p> <ul style="list-style-type: none"> • The CS5 site is in close proximity to 11 listed buildings and 2 scheduled monuments. The site touches 3 of the 200m boundaries. The site at Bicker Fen does not. It is in close proximity to a large residential area (Swineshead) the site at Bicker Fen is not. • The site is a considerable distance from the Bicker Fen substation that it has to connect to. The CS9 site is right next to the substation. • If this site gets planning there is more chance in the future that it could be expanded or that other industrial projects could get approval as there is existing industrialisation. • This site would be environmentally bad for Swineshead ecologically, visually and audibly. It wouldn't make a lot of difference on the Bicker Fen site as it's sparsely populated and has similar equipment onsite already. • Any closures of the A17 route would result in diversions of traffic through the village. This would pass 2 pre schools and the heart of the village centre.
VL0092	<p>When commenting about suitability of any of the sites the biggest concern always boils down to the visual and audible impact of the CS on the number of residents during both the development stage and the operational stage (post development). This fundamental factor in tandem with the close proximity of the Swineshead village results in an overwhelming impact. Large numbers of individuals will be subjected to low frequency noise (humming) and have their immediate outlook compromised along with a more general effect on their amenity.</p> <p>Please see my other comments below:</p> <ul style="list-style-type: none"> • The A17 is a fast and dangerous road (officially classified as a RED ROUTE). Site access to this road will only increase the risk of more accidents and degrade the existing road safety level. • The site would occupy very open flat land with no existing trees to help screen the site and would stand 	<p>Further comments below:</p> <ul style="list-style-type: none"> • The CS5 site is in close proximity to 11 listed buildings and 2 scheduled monuments. The site touches 3 of the 200m boundaries. The site at Bicker Fen does not. It is in close proximity to a large residential area (Swineshead) the site at Bicker Fen is not. • The site is a considerable distance from the Bicker Fen substation that it has to connect to. The CS9 site is right next to the substation. • If this site gets planning there is more chance in the future that it could be expanded or that other industrial projects could get approval as there is existing industrialisation. • This site would be environmentally bad for Swineshead ecologically, visually and audibly. It wouldn't make a lot of difference on the Bicker Fen site as it's sparsely populated and has similar equipment onsite

Table 11.3 Phase 1 Consultation Feedback Converter Station - CS5 Questions 10 and 11

VL Ref	Feedback received from the community in response to Question 10: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS5 as a site for a converter station?”	Feedback received from the community in response to Question 11: “Do you have any other comments about the site option CS5 that you feel we should take into consideration?”
	<p>out of the landscape no matter how much screening was planted. At the Bicker CS9 site the station would be deeper into the fen leading to less impact on the surround environment. There is also no so real distance/expanse between the site and the Swineshead village to position trees etc. Additionally, the Bicker Fen site has lots of existing trees and hedges and is already an "industrialised" site.</p> <ul style="list-style-type: none"> • The Park Lane & Mill Hill Lane circuit is well used for people exercising, whether it be walking, cycling, running or just dog walking. This wouldn't be possible during the 3 year construction and probably wouldn't be desirable after completion. The Bicker Fen site is remote and won't affect these sorts of activities. • The site is grade 1 ("excellent") agricultural land vital for the production of food. The Bicker Fen site soil is of a lesser quality and therefore wouldn't be as much of a loss. • The site will emit a constant humming or buzzing noise. Even after insulation you will still be able to hear it. No one will hear it at the Bicker Fen site. 	<p>already.</p> <ul style="list-style-type: none"> • Any closures of the A17 route would result in diversions of traffic through the village. This would pass 2 pre schools and the heart of the village centre.
VL0112	The proposed CS would be built on prime agricultural land - this also applies to the other shortlisted sites CS1, CS3 and CS9 - apart from the incursion on what is predominantly a farming based community, surely it could be sited on land already developed i.e. brownfield site and also in a more isolated situation. In your own words (Technical summary p.14 section 4.2 "reduce any disruption and the land take".	
VL0113	Again access to the site would be less damaging than other sites	
VL0114	This would seem to be the site with the most points against it. It is the closest to a large populated area, it is farthest away from the substation, and is on the best agricultural land. Other proposed sites were disregarded for some of these reasons so it is unclear why this site was shortlisted. It would seem that this would be one most people object to	
VL0115	See attached overall points (see other feedback -VL0115)	See attached overall points (see other feedback -VL0115)
VL0116	It is as suitable as any of the chosen sites.	It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden. This option is least damaging in terms of access and construction traffic as well as land-loss.
VL0119	It is as suitable as any of the chosen sites.	It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden. This option is least damaging in terms of access and construction traffic as well as land-loss.
VL0120	It is as suitable as any of the chosen sites.	It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden. This option is least damaging in terms of access and construction traffic as well as land-loss.
VL0121	Loss of agricultural land	Swineshead Parish has not had to bear any energy infrastructure, so perhaps it can do its share. Convenient to main route, A17, so little need to use country lanes
VL0182	<p>Please see attachments for reasons not to place the CS here.</p> <p>Reasons why we don't want this sited at Swineshead</p> <p>The CS5 site is in close proximity to 11 listed buildings and 2 scheduled monuments.</p> <p>The site touches 3 of the 200m boundaries. The site at Bicker Fen doesn't.</p> <p>It is in close proximity to a large residential area (Swineshead) the site at Bicker Fen is not.</p>	None see attachments

Table 11.3 Phase 1 Consultation Feedback Converter Station - CS5 Questions 10 and 11

VL Ref	Feedback received from the community in response to Question 10: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS5 as a site for a converter station?”	Feedback received from the community in response to Question 11: “Do you have any other comments about the site option CS5 that you feel we should take into consideration?”
	<p>The A17 is a fast and dangerous road (officially classed as a RED ROUTE). A site access road will only increase the risk of more accidents.</p> <p>The site would occupy very flat open land with no existing trees or hedges to help "hide" the site, if that's at all possible. The Bicker Fen Site has lots of existing trees and hedges and is already an "industrialised" site.</p> <p>The Park Lane and Mill Hill Lane circuit is well used for people exercising, whether it be walking, cycling, running or just dog walking. This wouldn't be possible during the three year construction and probably wouldn't be desirable after completion. The Bicker Fen site is remote and won't affect these sorts of activities.</p> <p>The site is a considerable distance from the Bicker Fen substation that it has to connect to. The CS9 site is right next to the substation.</p> <p>The site is grade 1 agricultural land vital for the production of food for the nation. The Bicker Fen site soil is of a lesser quality and therefore wouldn't be as much of a loss.</p> <p>If this site gets planning permission there is more chance in the future that it could be expanded or that other industrial projects could get approval as there is existing industrialisation.</p> <p>This site would be environmentally bad for Swineshead ecologically, visually and audibly. It wouldn't make a lot of difference on the Bicker Fen site as it's sparsely populated and has similar equipment on site already</p> <p>Buildings on this site could be half as tall again as the monstrosity being built by Turners at the Swineshead Roundabout and cover a much larger area. It would stand out of the landscape no matter how much screening was planted. As the Bicker Fen site is deeper in the fens it will have less impact on the surrounding environment.</p> <p>The site will emit a constant humming or buzzing noise. Even after insulation you will still be able to hear it. No one will hear it at the Bicker site.</p> <p>Despite what people say, this will affect local property values! Would you want to buy a house close to or in view of a site like this?</p> <p>Viking link proposal CS5 facts</p> <ol style="list-style-type: none"> 1) The area of the CS is 10.5 acre that is the size of size of 6 (six) Wembley Pitches or 13 (thirteen) times the area of the new tall Turners building at Bicker Bar 2) The total size of CS5 is 116 acres of 65 (sixt five) Wembley Pitches. Will Viking Link want to develop and enlarge in the future? 3) The proposed CS building is 24 metres (78ft) which is more than one and a half times the height of the new tall Turners building (Rickett's old yard) at 15.5 metres (50ft) or one and a half times the height of the 	

Table 11.3 Phase 1 Consultation Feedback Converter Station - CS5 Questions 10 and 11

VL Ref	Feedback received from the community in response to Question 10: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS5 as a site for a converter station?”	Feedback received from the community in response to Question 11: “Do you have any other comments about the site option CS5 that you feel we should take into consideration?”
	<p>Naive (53ft) at Swineshead St Marys Church. Boston's Pilgrim Hospital is 47 metres to the roof so the Viking building is more than half the height of that of the Pilgrim Hospital!</p> <p>4) Construction work on the CS, the access road and all the associated works will cause dust. Further dust will be caused by the traffic movements on site and it is this dust that will, on the prevailing winds, engulf the village</p> <p>5) Traffic movements to the site include the delivery of transformers each weighing 255 tons (that's 9000 four stone sacks of potatoes for each transformer). Viking Link intend keeping a spare transformer onsite to swap over in case of a breakdown and remove the other for repair. The swap over and repair may involve heavy vehicle movements in the future.</p> <p>6) House prices are another consideration. Is a rural outlook more valuable than one looking at a Electricity CS. Will possible purchaser be put off by the view of the thought of living so close to a CS.</p>	
VL0184	<p>The site is too close to Swineshead village and other residences. It will spoil an otherwise open and attractive rural view.</p> <p>It would be too close to the A17 and during the construction phase would add considerable danger to an already fast and highly dangerous road.</p> <p>Quality farm land will be used, other sites are either closer to the wind farm or in an area that has been ear marked for Triton Knoll</p>	<p>Concern about the impact of noise, background noise, vibration on residents, especially children. Also impact on wildlife, birds etc.</p>
VL0185	<p>Please find enclosed reasons</p> <p>Reasons why we don't want this sited at Swineshead</p> <p>The CS5 site is in close proximity to 11 listed buildings and 2 scheduled monuments.</p> <p>The site touches 3 of the 200m boundaries. The site at Bicker Fen doesn't.</p> <p>It is in close proximity to a large residential area (Swineshead) the site at Bicker Fen is not.</p> <p>The A17 is a fast and dangerous road (officially classed as a RED ROUTE). A site access road will only increase the risk of more accidents.</p> <p>The site would occupy very flat open land with no existing trees or hedges to help "hide" the site, if that's at all possible. The Bicker Fen Site has lots of existing trees and hedges and is already an "industrialised" site.</p> <p>The Park Lane and Mill Hill Lane circuit is well used for people exercising, whether it be walking, cycling, running or just dog walking. This wouldn't be possible during the three year construction and probably wouldn't be desirable after completion. The Bicker Fen site is remote and won't affect these sorts of activities.</p> <p>The site is a considerable distance from the Bicker Fen substation that it has to connect to. The CS9 site is right next to the substation.</p>	

Table 11.3 Phase 1 Consultation Feedback Converter Station - CS5 Questions 10 and 11

VL Ref	Feedback received from the community in response to Question 10: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS5 as a site for a converter station?”	Feedback received from the community in response to Question 11: “Do you have any other comments about the site option CS5 that you feel we should take into consideration?”
	<p>The site is grade 1 agricultural land vital for the production of food for the nation. The Bicker Fen site soil is of a lesser quality and therefore wouldn't be as much of a loss.</p> <p>If this site gets planning permission there is more chance in the future that it could be expanded or that other industrial projects could get approval as there is existing industrialisation.</p> <p>This site would be environmentally bad for Swineshead ecologically, visually and audibly. It wouldn't make a lot of difference on the Bicker Fen site as it's sparsely populated and has similar equipment on site already</p> <p>Buildings on this site could be half as tall again as the monstrosity being built by Turners at the Swineshead Roundabout and cover a much larger area. It would stand out of the landscape no matter how much screening was planted. As the Bicker Fen site is deeper in the fens it will have less impact on the surrounding environment.</p> <p>The site will emit a constant humming or buzzing noise. Even after insulation you will still be able to hear it. No one will hear it at the Bicker site.</p> <p>Despite what people say, this will affect local property values! Would you want to buy a house close to or in view of a site like this?</p> <p>Health issues we understand the vibration can damage internal organs long term</p>	
VL0306	<p>This is too close to the proximity of the village. The impact of such a large building would be detrimental to the surrounding properties. The visual effect would be a disadvantage to those near it.</p>	<p>Yes. Peoples health, the noise, reduction in house property. We do not want it.</p>
VL0307	<p>When commenting about suitability of any of the sites the biggest concern always boils down to the visual and audible impact of the CS on the number of residents during both the development stage and the operational stage (post development). This fundamental factor in tandem with the close proximity of the Swineshead village results in an overwhelming impact. Large numbers of individuals will be subjected to low frequency noise (humming) and have their immediate outlook compromised along with a more general effect on their amenity.</p> <p>Please see my other comments below:</p> <ul style="list-style-type: none"> • The A17 is a fast and dangerous road (officially classified as a RED ROUTE). Site access to this road will only increase the risk of more accidents and degrade the existing road safety level. • The site would occupy very open flat land with no existing trees to help screen the site and would stand out of the landscape no matter how much screening was planted. At the Bicker CS9 site the station would be deeper into the fen leading to less impact on the surround environment. There is also no so real distance/expanse between the site and the Swineshead village to position trees etc. Additionally, the Bicker Fen site has lots of existing trees and hedges and is already an "industrialised" site. • The Park Lane & Mill Hill Lane circuit is well used for people exercising, whether it be walking, cycling, running or just dog walking. This wouldn't be possible during the 3 year construction and probably wouldn't be desirable after completion. The Bicker Fen site is remote and won't affect these sorts of activities. • The site is grade 1 ("excellent") agricultural land vital for the production of food. The Bicker Fen site soil is 	<p>Further comments below:</p> <ul style="list-style-type: none"> • The CS5 site is in close proximity to 11 listed buildings and 2 scheduled monuments. The site touches 3 of the 200m boundaries. The site at Bicker Fen does not. It is in close proximity to a large residential area (Swineshead) the site at Bicker Fen is not. • The site is a considerable distance from the Bicker Fen substation that it has to connect to. The CS9 site is right next to the substation. • If this site gets planning there is more chance in the future that it could be expanded or that other industrial projects could get approval as there is existing industrialisation. • This site would be environmentally bad for Swineshead ecologically, visually and audibly. It wouldn't make a lot of difference on the EIA - Noted Bicker Fen site as it's sparsely populated and has similar equipment onsite already. • Any closures of the A17 route would result in diversions of traffic through the village. This would pass 2 pre schools and the heart of the village centre.

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	<p>of a lesser quality and therefore wouldn't be as much of a loss.</p> <ul style="list-style-type: none"> The site will emit a constant humming or buzzing noise. Even after insulation you will still be able to hear it. No one will hear it at the Bicker Fen site. 	
VL0308	Much too near Swineshead	
VL0309	<p>Definitely not this site. Not only would this option have a severe visual impact on the area but would also be a waste of prime agricultural land and negatively affect the lives and livelihoods of the residents of Swineshead and district.</p> <p>NO</p>	<p>None of the sites are acceptable in a rural, FLAT rural area.</p> <p>If it must be here, plant a forest around it.</p>
VL0394	<p>You propose to use grade 1 agricultural land which is vital for the production of food for the Nation, even more important if we leave the EU!</p> <p>The proposed site would be situated along the A17, creating a major hazard for the movement of plant and equipment. <u>The A17 is a designated red route</u> and is extremely busy and dangerous with fast moving cars and heavy lorries. Dust clouds off site would create additional hazards to this traffic and also affect crop growing in the area. Not to forget the dirt and dust blowing into the village. We have no guarantee regarding operating sound levels from the working installation. I fear the operating noise would be apparent to the near by large residential areas even after insulation.</p> <p>We must protect local business and have a popular farm shop very close to the proposed site, growing and selling fresh Lincoln Country produce. The perceived value of the product may fall when viewed growing alongside the proposed site.</p> <p>The Park Lane and Mill Hill circuit is well used by Swineshead people exercising (including myself) for walking, cycling, running, dog walking. We would be denied this facility during proposed construction and it certainly would not be desirable once work completed.</p>	<p>The proposed building would be close to the beautiful Grade 1 listed 14th Century Parish Church of St. Mary the Virgin. This church is in regular use for worship. Also in close proximity to 10 listed buildings and 2 scheduled monuments, and the large residential area of Swineshead.</p> <p>You state there is potential to reduce visual impact through design and screening. This is just not possible as there is no way trees can grow to the height of the proposed building and it would be so near the boundary edge, it would not be possible to reduce visible impact.</p> <p>Using this site would increase your costs to say CS9 by longer AC cable, materials, labour, time, disturbance to farmland and woodland.</p> <p>The site would be environmentally bad for Swineshead - a peaceful village, ecologically, visually and audibly, all of these things.</p>
VL0395	<p>Too close to Swineshead and residents.</p> <p>Prime agricultural land which supports small businesses locally.</p> <p>This area is of great importance to the many walkers, dog walkers, horse riders and cyclists. Will affect everyone's amenity.</p> <p>Will have a devastating affect on house prices and popularity of living in Swineshead. Who would want to live near a CS. Would you?</p> <p>Too close to A17, a red route. Road already very dangerous, a fast and busy route.</p> <p>Potential for health issues - with more noise and dust whilst construction takes place.</p>	<p>This is such an important area for Swineshead. The flora, fauna and well being are all very important.</p> <p>There is a grade 1 listed church and grade 2 listed buildings close.</p> <p>The small businesses will not fare well with vegetables grown near an industrial estate. Who would want to eat veg grown so close.</p> <p>The visual impact (a massive blot on the landscape)</p>
VL0396	<p>It would be a <u>very</u> poor choice. It is next to a very busy 'A' road and it would impact Swineshead to the detriment of all residents - be they farmers, children or just normal, regular people enjoying a quality of life that you could ruin forever.</p>	<p>Please make a decision not to use CS5. We love our village and care about its future - do you?</p>
VL0411	<p>Having studied the information for both CS5 and the other proposed sites I feel there is a better genuine alternative. This proposed site is located too close to the village and if sites here would have a significant negative impact for numerous reasons. This is a thriving semi rural community, it is this aspect the village community finds so attractive and reason it is so popular for people looking to relocate here. The siting of converters here would completely change the character and dynamics of the village for ever. I feel Swineshead would be a less attractive location for people to move too. It would also have a negative impact on property valuations. The proposed site is significant in size and far larger than what is required. The loss of arable, productive land would be negative to production of food and the economy. This site</p>	<p>I am also concerned at the noise level this development would generate being so close to the community. As it is a quiet area, this may still be heard even if steps were taken to mitigate the problem. The potential health risks associated with the siting of this type of equipment so close to the people is well noted..why take the risk with people's health when there is a closer and more viable site closer to the Bicker substation. The area for some regrettable reason has a high number of serious road accidents...the figures are available. I feel the siting of the converter will exacerbate the situation, make the area less safe with a resulting increase in accidents</p>

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	would not provide the SHORTEST route for the cables required to connect the converter to the substation	
VL0486	Completely unsuitable: A17 is a very busy dangerous road Far too close to 3,000 people in Swineshead Will ruin a village and area and cost lives (accidents and health issues)	I work from home as do many in this village so it will affect us 24 hrs a day Affects Internet, wifi, telephone, noise vibrations - stress, (loss of amenity) stress - child health
VL0487	It is as suitable as any of the chose sites.	It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden. This option is least damaging in terms of access and construction traffic as well as land-loss.
VL0489	1. Too close to the village of Swineshead with it's schools and houses 2. Impact on local business 3. On Grade 1 land 4. Increased traffic on the A17 with potential for more accidents 5. Huge visual impact	Noise and dust during construction and then when in operation high frequency buzzing and electrical radiation
VL0491	Too close to the village of Swineshead with its schools and houses On Grade 1 land Increased traffic on the A17 with potential for accidents Huge visual impact	More noise and dust during construction and then when in operation high frequency buzzing and electrical radiation
VL0492	It is as suitable as any of the chose sites.	It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden. This option is least damaging in terms of access and construction traffic as well as land-loss.
VL0494	Can't believe this has even been shortlisted due to: • Close proximity to Swineshead village • Noise issues during and after construction • Close to A17, a busy road that already has many accidents on it • The converter would stand out in this open landscape. Visual impact to the largest number of properties • Loss of 'excellent' agricultural land • Property values will fall creating much stress (lack of amenity) to many people	A large number of objections from locals who will have their peaceful lives ruined! Noise studies have not been done but already have noise from turbines at night.
VL0495	Swineshead would be suitable for the CS.	Swineshead is a much bigger village than Bicker and there would be less damage if that site is used.
VL0496	It appears to me to be as suitable as any of the sites listed here, with the benefit of close main road (A17) access. And least land loss	The parish it is in has had little disruption of recent energy infrastructure and could reasonably be expected to share the burden. It is not on the high populated side of the A17
VL0497	It is as suitable as any of the chose sites.	It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden. This option is least damaging in terms of access and construction traffic as well as land-loss.
VL0498	It is as suitable as any of the chose sites.	It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden. This option is least damaging in terms of access and construction traffic as well as land-loss.
VL0499	Much too close to Swineshead and A17. Being cynical, I am hoping you have just proposed this to make the other options more appealing!	
VL0500	Much too close to village of Swineshead and would be a hideous blot on the landscape, ruining the area's reputation as a desirable place to live. The A17 is a very busy road with a reputation for accidents. We don't need any more traffic, or junctions on the A17 in this area.	The site is bigger than the others - I don't trust the company not to sell some of it off for further undesirable developments.
VL0509	• It will ruin and change forever a beautiful Fen village. The amazing views around here will be gone and	The welfare and consideration of the villagers that this sort of building will have on local businesses could

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	<p>no amount of landscape screening can hide a 24m building.</p> <ul style="list-style-type: none"> • The A17 is a dangerous road as it stands now so to add to the burden will have dire consequences. • The loss of A1 agricultural land is never good. • An awful lot of unknown answers at this stage such as noise, vibration, light pollution, general air pollution and the effects of fog and flooding. 	<p>be catastrophic. The village will decline and forever be known as "the village with the massive power plant next to it" rather than the picturesque village it is presently. Once an installation like that is here - it opens up for other to "jump on the bandwagon" - Swineshead could turn industrial site sideshow.</p>
VL0510	<p>I am appalled that you are considering this site as it is directly in my line of vision. The reason I picked the property was because of the stunning uninterrupted views of the village and the church. Your exhibition has gone nowhere close to reassuring me that it will be ok and screened. How do you screen a 25 metre high structure, it will stick out for miles. The value of the property will go down and you offer no compensation schemes. I really don't see how you think this would be acceptable.</p>	
VL0537	<p>This worst be the worst decision possible. Directly opposite a large village population, on a main A road which already struggles with traffic problems and is an accident blackspot. Also being built on top grade farming land which would be lost forever. I have witnessed first hand the wildlife that lives in this area which would have their habitats destroyed. It is far too close to long established residential properties and the noise levels that may be created are undetermined which is unfair to local residents. This would also be the largest of any of the 4 proposed sites which is unacceptable</p>	<p>As a resident who would be extremely close to this site I think it is a disgrace the first thing I even knew about this project was a letter received 3 days before public consultation informing me of it and that you may need access to my property to carry out a survey - how did it get to that point without me having any knowledge of it? When we bought our property 18 years ago it was primarily because of the open views. We were told that as we are surrounded by land with agricultural clauses tied to it it would never be built on so imagine my shock when I discover this proposal! Gone is the equity of my property if it goes ahead along with my children's inheritance - shameful!!!</p>
VL0539	<p>See question 12 I live in Swineshead and this option is a very quick way to kill a lovely village. Its way to close to the village and the A17 is already a dangerous road. A large industrial complex close to the village centre could only be considered by somebody it does not affect. Size. position to an already deadly road. Noise. Reduction in house values. Health risks. <u>A non starter</u></p>	
VL0540	<p>Closer to larger populated area, will cause bigger visual impact</p>	
VL0541	<p>It is as suitable as any of the chosen sites.</p>	<p>It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden. This option is least damaging in terms of access and construction traffic as well as land-loss.</p>
VL0542	<p>Too dangerous next to A17. High death toll on this road. Major trunk road unable to cope with current traffic so no more required. Distraction road users.</p>	<p>Where is the tree planting scheme? Place underground.</p>
VL0543	<p>Totally inappropriate siting road danger on A17 - significant traffic overload / safety hazard. In normal use without further construction. Height of building will be a blot on the landscape for Swineshead</p>	<p>No tree planting evident. Place construction 50 feet into ground to reduce height above ground</p>
VL0544	<p>Bicker Fen is already an eyesore with the other developments there so putting here would be the least of all the evils.</p>	
VL0549	<p>It is as suitable as any of the chosen sites.</p>	<p>It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden. This option is least damaging in terms of access and construction traffic as well as land-loss.</p>
VL0550	<p>It is as suitable as any of the chosen sites.</p>	<p>It is in a parish that has little energy infrastructure and might reasonably be expected to take some of the local burden. This option is least damaging in terms of access and construction traffic as well as land-loss.</p>
VL0553	<p>My questions are - Why is it going to be sited so near the A17 and Swineshead Village. Will residents/homeowners in Low Grounds where I live be compensated for loss of house value. What is the noise impact expected to be?</p>	<p>Please see attached: Reasons why we don't want this sited at Swineshead</p>

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	<p>What are the proposals for screening/hiding if CS5 goes ahead? Have you any statistics to highlight any possible health concerns?</p>	<p>The CS5 site is in close proximity to 11 listed buildings and 2 scheduled monuments.</p> <p>The site touches 3 of the 200m boundaries. The site at Bicker Fen doesn't.</p> <p>It is in close proximity to a large residential area (Swineshead) the site at Bicker Fen is not.</p> <p>The A17 is a fast and dangerous road (officially classed as a RED ROUTE). A site access road will only increase the risk of more accidents.</p> <p>The site would occupy very flat open land with no existing trees or hedges to help "hide" the site, if that's at all possible. The Bicker Fen Site has lots of existing trees and hedges and is already an "industrialised" site.</p> <p>The Park Lane and Mill Hill Lane circuit is well used for people exercising, whether it be walking, cycling, running or just dog walking. This wouldn't be possible during the three year construction and probably wouldn't be desirable after completion. The Bicker Fen site is remote and won't affect these sorts of activities.</p> <p>The site is a considerable distance from the Bicker Fen substation that it has to connect to. The CS9 site is right next to the substation.</p> <p>The site is grade 1 agricultural land vital for the production of food for the nation. The Bicker Fen site soil is of a lesser quality and therefore wouldn't be as much of a loss.</p> <p>If this site gets planning permission there is more chance in the future that it could be expanded or that other industrial projects could get approval as there is existing industrialisation.</p> <p>This site would be environmentally bad for Swineshead ecologically, visually and audibly. It wouldn't make a lot of difference on the Bicker Fen site as it's sparsely populated and has similar equipment on site already</p> <p>Buildings on this site could be half as tall again as the monstrosity being built by Turners at the Swineshead Roundabout and cover a much larger area. It would stand out of the landscape no matter how much screening was planted. As the Bicker Fen site is deeper in the fens it will have less impact on the surrounding environment.</p> <p>The site will emit a constant humming or buzzing noise. Even after insulation you will still be able to hear it. No one will hear it at the Bicker site.</p> <p>Despite what people say, this will affect local property values! Would you want to buy a house close to or in view of a site like this?</p>
VL0577	It has the same suitability as any one the other sites	It is in a parish with little energy infrastructure and maybe should be expected to take some of the local

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		burden. This option is least damaging in terms of access and construction traffic as well as land loss
VL0578	See my comments on Question 4.	The development at CS5 is not the right place for this convertor station. As any development here would clash with the amenity of all of the local residents.

Converter Station Site CS9

Table 11.4 details all of the Phase 1 Consultation Feedback received from the community in response to Questions 12 and 13 of the Converter Station consultation feedback form.

Table 11.4 Phase 1 Consultation Feedback Converter Station – CS9 Questions 12 and 13		
VL Ref	Feedback received from the community in response to Question 12: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS9 as a site for a converter station?”	Feedback received from the community in response to Question 13: “Do you have any other comments about the site option CS9 that you feel we should take into consideration?”
VL0001	For us this site would be the best because of the Bicker substation being so close and far enough from private properties	
VL0002	This would seem like the logical location	Buildings should be designed to minimum height with cladding to blend with the countryside. Landscaping will help
VL0003	To us this would be the more beneficial site for converter station site. Near to Bicker station. Less distance for cable. Less upheaval to other land owners. Financially I would say would be a cheaper option	As above
VL0005	Would make sense, keep it all together and keep disruption to a minimum	
VL0006	Think this would also be a good site as it is already close to the Bicker fen substation. Would have less impact on the surrounding area when cables are being layed. Similar buildings near so shouldn't stand out as much as the other options	
VL0007	A reasonable site being next to Grid S/S but visually will be seen from Bicker and Swineshead. Noise control will be difficult	2nd choice of site but visually will have impact
VL0009	In my opinion, this is the most suitable site and would cause the least disruption. The distance from the existing substation has to be a key factor. This would also help with distance to screen the building with trees etc	
VL0011	I would object at the highest level about this site	
VL0015	Seems the best site. Visual impact is no worse that the existing substation or pylons. Access the same way as was used when building the substation and wind turbines	
VL0020	Surely this must be the most suitable, because this site was chosen for the substation in the first place due to locality	
VL0021	Whilst perfect to link to substation I think Bicker Village has already had enough to contend with by the wind farm site	
VL0022	If you really had to build a CS, baring in mind of the wind turbines at Bicker Fen that already there, then this would be the preferred site for us	No
VL0023	This is the ideal site nearest to substation no houses that close. Short link for ac cable I would have thought this will be the most cost effective site of all. Could not understand you have sites all around this substation close to land why consider those further away?	Some might ask regarding access and suitability of roads. They were certainly suitable when wind turbines were built with minimum disruption and good link road off A52 which is not so busy as A17. Might require a little building/strengthening of edge of road in places but this would be minor. Seems the most cost effective site of all to me
VL0026	This site does seem to be an ideal one. Again access would be better from the A52 rather than the A17 although I can see your reasoning for linking to the A17	
VL0027	I don't wish to keep repeating myself so see previous answers	As above
VL0028	This site would be right next to us. It would ruin everything my daughter, son in law and myself have put into here. We are not being nimbys, we don't want to see a lovely area ruined. Think of the wildlife we get here hares, deer, foxes and various birds, owls, yellowhammer chaffinches, blue tits and others. What will	Same as question 5 buy us out

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	happen to this GREEN AND PLEASANT LAND	
VL0039	A good site. Road access was improved to build grid station, so minimal cost to maintain road access	Good to keep infrastructure development close together rather than scatter units across the landscape. This will reduce the visual impact over Bicker Fen
VL0040	This in my opinion is the best place for the proposed CS	It is the prefect place with a private road already built from the A52 and should be less inconvenience to the local community
VL0045	A convenient site close to the Bicker substation, so it would blend with that site avoiding a plurification of sites around the area	
VL0046	Site Access - As all locals know the A17 is a very busy major road providing the only access into Norfolk from the north. It also has a very poor safety record. Any vehicles involved in the construction approaching from the Sleaford direction needing to turn right to access the site will have to wait for a gap in the continuous traffic (especially in the caravan season) causing horrendous tailbacks behind them. I have assumed a fly-over would be out of the question. Obviously if vehicles needed to travel east then their task would be even harder. Lost time increases costs	The visual impact for existing planned housing facing the site would have the potential of reducing the property prices which have the knock on effect of reducing the desirability to live in Swineshead
VL0047		We would trust that the decision not to use public roads through Bicker will not be changed
VL0055	This site will cause major impact on the properties on Cowbridge Road in Bicker and this will include one of your most vocal opponents. If it were selected you will have major problems of access. Existing roads are unsuitable, the existing "haulage road" only avoids the centre of Bicker and not the properties on Cowbridge Road. This location is also the closest of any to existing dwellings. In my view it is totally unacceptable	
VL0056	To be built on one site only - i.e. Bicker	The industrial area built in Bicker should contain all the components of Viking Link as got own link road away form village life
VL0060	This site is at the bottom of my garden. Surely this is not a good thing to do. This would disrupt our lives immeasurably, wipe out the value of our home making it unsaleable thus leaving our children without the inheritance my husband and I have worked so hard to provide for them. We chose to live in a rural setting not on a power plant. The choice of this site would ruin our lives and the lifestyle we have chosen	If your company are willing to purchase our property, paying all expenses and compensating for all the upheaval we are willing to discuss this with you. This would enable us to relocate to an area that is not an electrical power plant and in an environment that Bicker Fen once offered us
VL0061	This site is <u>extremely</u> close to my property and would completely transform my lifestyle for the worse. I chose to live in this location for the rural and quiet lifestyle it would provide. Building on this site would greatly depreciate the value of my house, something I have saved for over 40 years to achieve. One day in the future it will provide financial assistance to my children. By building here you will be wiping off a massive percentage of the house value. It is not just the building, it is the noise and associated things like major traffic and a permanent changing of the visual outlook	I will strongly oppose any construction on this site. This will be my position till the bitter end unless serious financial compensation is agreed at a very early stage. This could be in the form of buying my current property with full relocation and compensation payments included or a serious financial compensation package to make up for the permanent damage caused to my current ideal location. This would also have to be agreed at a very early stage in order to be viable
VL0063		I graze my cattle in close proximity to this site. I am concerned about disruption and the effect on my livestock which could be caused during construction. When the substation was built, noise and vibration caused upset to my cows and my calving pattern was disrupted. Despite making a claim National Grid refused to pay proper and full compensation. Access was restricted, water supply was cut off. I am totally opposed to this site
VL0072	Next to existing structures so would not impact so much as other sites	
VL0075	I would think the most likely it is nearer to Bicker Fen substation and access would not need to be on to the	No

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A17		
VL0084	If it has to be built in this area surely Bicker Fen has got the best positioning as there is not so built up and area also the converter is already there and the roads already been built	
VL0088	Ideally suited to being located here as close to existing infrastructure and similar industry	
VL0089	Ideally sited being close to existing works and removed from large scale residential inhabitation	
VL0091	<p>Looking at the 4 sites this looks to be the most suitable between the 4 that have been shortlisted with very few disadvantages. One of which is a property within 500 metres; however this is surely better than dozens of residential properties within 500 metres. Please see my comments below:</p> <ul style="list-style-type: none"> • Few people live near the proposed site which helps lessen the audible and visual impact of the station as less people would be affected compared to the CS5 site. • The closest main settlement is over 2km away. This distance of separation dramatically minimises the visual and audible effect on the residents at Bicker. The distance along with the correct screening could reduce/eliminate these effects even further. Unlike at CS5 where the distance to the main village of Swineshead is within 500 metres and little can be done to adequately mitigate the imprint on the community. • Site size allows for flexible design and closeness to existing substation helps the development to “fit” and be more in keeping with existing landscape. • Several options for access to the site exist allowing flexibility for development of new and existing roads. Such measures could minimise the CSs effect on existing road infrastructure so not to erode the already poor road safety levels found in Lincolnshire. • Agricultural land is lower quality than some of the other potential sites. • The disruption to communities and the environment for cable placement would be minimal as the run required between substation and CS is very short. 	No further comments. All covered in question 12
VL0092	<p>Looking at the 4 sites this looks to be the most suitable between the 4 that have been shortlisted with very few disadvantages. One of which is a property within 500 metres; however this is surely better than dozens of residential properties within 500 metres. Please see my comments below:</p> <ul style="list-style-type: none"> • Few people live near the proposed site which helps lessen the audible and visual impact of the station as less people would be affected compared to the CS5 site. • The closest main settlement is over 2km away. This distance of separation dramatically minimises the visual and audible effect on the residents at Bicker. The distance along with the correct screening could reduce/eliminate these effects even further. Unlike at CS5 where the distance to the main village of Swineshead is within 500 metre and little can be done to adequately mitigate the imprint on the community. • Site size allows for flexible design and closeness to existing substation helps the development to “fit” and be more in keeping with existing landscape. • Several options for access to the site exist allowing flexibility for development of new and existing roads. Such measures could minimise the CSs effect on existing road infrastructure so not to erode the already poor road safety levels found in Lincolnshire. • Agricultural land is lower quality than some of the other potential sites. 	No further comments. All covered in question 12

Table 11.4 Phase 1 Consultation Feedback Converter Station – CS9 Questions 12 and 13

VL Ref	Feedback received from the community in response to Question 12: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS9 as a site for a converter station?”	Feedback received from the community in response to Question 13: “Do you have any other comments about the site option CS9 that you feel we should take into consideration?”
	<ul style="list-style-type: none"> The disruption to communities and the environment for cable placement would be minimal as the run required between substation and CS is very short. 	
VL0113	This is the worst site you could pick. It would have the most damaging impact of them all. Its too close to residents and Bicker Village. The road access is totally unsuitable for site traffic. The building is a grotesque size and would be a constant eyesore. The whole process would be a demoralising period for a quiet village for years and Bicker would not recover from that	The site ajoin the Brown Fen waterway trail
VL0114	Being closer to the substation this should surely be a better option when it comes to the amount of cable that would need to be laid between the two. This site is not as close to built up areas and as the turbines and substation are already there this must mean there is no problem with access	
VL0115	See attached overall points (<i>see other feedback -VL0115</i>)	See attached overall points (<i>see other feedback -VL0115</i>)
VL0116	This is completely unsuitable with regard to visual intrusion. It is far too close to house and Bicker village. There is no suitable access. BBC has stated that roads through and around Bicker are unsuitable for construction traffic. The highway authority, LCC, will confirm this. The visual impact and construction disturbance will have a cumulative effect in the locality of the sort that planning guidance and government policy is designed to prevent.	The site is immediately adjoining the Brown Fen Waterway Trail.
VL0119	This is completely unsuitable with regard to visual intrusion. It is far too close to house and Bicker village. There is no suitable access. BBC has stated that roads through and around Bicker are unsuitable for construction traffic. The highway authority, LCC, will confirm this. The visual impact and construction disturbance will have a cumulative effect in the locality of the sort that planning guidance and government policy is designed to prevent.	The site is immediately adjoining the Brown Fen Waterway Trail.
VL0120	This is completely unsuitable with regard to visual intrusion. It is far too close to house and Bicker village. There is no suitable access. BBC has stated that roads through and around Bicker are unsuitable for construction traffic. The highway authority, LCC, will confirm this. The visual impact and construction disturbance will have a cumulative effect in the locality of the sort that planning guidance and government policy is designed to prevent.	The site is immediately adjoining the Brown Fen Waterway Trail.
VL0121	The <u>visual impact</u> with what is already there and what is to come, Triton Knoll, Heckington turbines infrastructure, and Spalding will be <u>enormous</u> . Too close to peoples homes, local roads totally unsuitable for the volume of traffic which will be needed to construct such a massive station. Such cumulative effect is against Gov. Policy	Too close to tourist attraction the Brown Fen Waterway Trail. Roads have no pavements for pedestrians including children on bikes, horse riders etc. All roads to this site are single track with few poor passing places
VL0182	Most likely the best place for the CS as it is close to the wind farm and hub for connectivity	None
VL0184	Closest to Bicker wind farm and would fit in more with the 'landscape'. Away from the villages of Bicker and Donington. It will possibly add to the environmental impact of the wind farm, but at least it would not spoil another area	
VL0185	CS9 seems to be the most sensible option. Bicker Fen has already beend destroyed by the wind farm and substation. It is the nearest that you can get to the substation	
VL0306	CS9, again could be used as it is close to the windfarm and the National Grid. Again it could benefit from the installed road. It is far enough away there not to cause too much of a visual impact.	We do not want it near our village
VL0307	Looking at the 4 sites this looks to be the most suitable between the 4 that have been shortlisted with very few disadvantages. One of which is a property within 500 metres; however this is surely better than dozens	No further comments. All covered in question 12

Table 11.4 Phase 1 Consultation Feedback Converter Station – CS9 Questions 12 and 13

VL Ref	Feedback received from the community in response to Question 12: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS9 as a site for a converter station?”	Feedback received from the community in response to Question 13: “Do you have any other comments about the site option CS9 that you feel we should take into consideration?”
	<p>of residential properties within 500 metres. Please see my comments below:</p> <ul style="list-style-type: none"> • Few people live near the proposed site which helps lessen the audible and visual impact of the station as less people would be affected compared to the CS5 site. • The closest main settlement is over 2km away. This distance of separation dramatically minimises the visual and audible effect on the residents at Bicker. The distance along with the correct screening could reduce/eliminate these effects even further. Unlike at CS5 where the distance to the main village of Swineshead is within 500 metre and little can be done to adequately mitigate the imprint on the community. • Site size allows for flexible design and closeness to existing substation helps the development to "fit" and be more in keeping with existing landscape. • Several options for access to the site exist allowing flexibility for development of new and existing roads. Such measures could minimise the CSs effect on existing road infrastructure so not to erode the already poor road safety levels found in Lincolnshire. • Agricultural land is lower quality than some of the other potential sites. • The disruption to communities and the environment for cable placement would be minimal as the run required between substation and CS is very short. 	
VL0308	Too near all three villages	
VL0309	Probably the nest of 21 BAD options. Would have a severe visual impact on the FLAT rural landscape.	None of the sites are acceptable in a rural, FLAT rural area. If it <u>must</u> be here, plant a forest around it.
VL0394	<p>This would be the most logical site, having considered carefully. The closeness to Bicker Fen Sub Station gives a reduced AC cable route with less impact on farmland and lower costs.</p> <p>It would be also remote from larger settlements according to your information. Again your information indicates existing screening around the Bicker Fen Sub Station would reduce visual impact from west, and easier to blend converter station into surroundings. The site would be deeper into the Fen so will have less impact on surrounding environment unlike Swineshead (CS5). This site would not be in close proximity to a <u>large residential area</u>.</p> <p>I assume the area would not be used for recreational activities. Any noise i.e. humming or buzzing from the finished site would be less noticeable in a larger expanse away from large residential areas.</p>	<u>Access</u> . Could you make use of the existing access road, already in place to Bicker Fen Sub Station? And wind farm.
VL0395	Out of all the sites on this form, this would appear to be the obvious choice. It is further away from residents and would have less impact on residents and the agricultural landscape. Will be closer to Triton Knoll and will keep all visual intrusions to one area.	
VL0396	This site makes the most sense - access will be good as road is being built. There are not too many dwellings close by. Land is good, but not excellent (as in CS5). Site could be shielded with earth banks and trees.	The best site by far.
VL0411	<p>This appears to be the most logical site to place the converter.</p> <ul style="list-style-type: none"> > This location will have minimum impact on properties and communities. > Running the cable from converter to substation is far shorter in distance. > Screening of it site will be far more simple than locating it on CS5. > Noise impact will be far less. 	<p>> Although access for construction traffic will be a little more difficult to overcome. Building the converter will take 2 years I understand and then just 6 people will be based permanently there. If located on CS5 the community of Swineshead will have to live with it for many, many years</p>

Table 11.4 Phase 1 Consultation Feedback Converter Station – CS9 Questions 12 and 13

VL Ref	Feedback received from the community in response to Question 12: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS9 as a site for a converter station?”	Feedback received from the community in response to Question 13: “Do you have any other comments about the site option CS9 that you feel we should take into consideration?”
	> Less damage to land and environment	
VL0486	Still too close	As comments in CS5
VL0487	This is completely unsuitable with regard to visual intrusion. It is far too close to house and Bicker village. There is no suitable access. Boston Borough Council has stated that roads through and around Bicker are unsuitable for construction traffic. The highway authority, Lincolnshire County Council, will confirm this. The visual impact and construction disturbance will have a cumulative effect in the locality of the sort that planning guidance and government policy is designed to prevent.	This site is immediately adjoining the Brown Fen Waterway Trail.
VL0489	Much better site with it being closer to the existing substation	No comment
VL0491	Much better site with it being closer to the existing substation	No
VL0492	This is completely unsuitable with regard to visual intrusion. It is far too close to houses and Bicker village. There is no suitable access. BBC has stated that roads through and around Bicker are unsuitable for construction traffic. The highway authority, LCC, will confirm this. The visual impact and construction disturbance will have a cumulative effect in the locality of the sort that planning guidance and government policy is designed to prevent.	This site is immediately adjoining the Brown Fen Waterway Trail.
VL0494	<ul style="list-style-type: none"> • Close to substation but still dislike this site as close to properties • Still good agricultural land • Possibility of noise and vibrations still to be heard and felt in Swineshead 	
VL0495	This site is not at all suitable and it is far too close to Bicker village. Bicker is not suitable for construction traffic.	This site is immediately adjoining the Brown Fen Waterway Trail!
VL0496	This is completely unsuitable with regard to visual intrusion. It is far too close to houses and Bicker village. There is no suitable access. BBC has stated that roads through and around Bicker are unsuitable for construction traffic. The highway authority, LCC, will confirm this. The visual impact and construction disturbance will have a cumulative effect in the locality of the sort that planning guidance and government policy is designed to prevent. This is a widely accepted opinion in the village and one I support fully. I also look at some of the bridges over the drains in the village and observe existing cracks. I think construction traffic would be dangerous to these bridges.	I understand this site is very close to the Bicker Fen Waterway Trail.
VL0497	This is completely unsuitable with regard to visual intrusion. It is far too close to houses and Bicker village. There is no suitable access. BBC has stated that roads through and around Bicker are unsuitable for construction traffic. The highway authority, LCC, will confirm this. The visual impact and construction disturbance will have a cumulative effect in the locality of the sort that planning guidance and government policy is designed to prevent.	This site is immediately adjoining the Brown Fen Waterway Trail.
VL0498	This is completely unsuitable with regard to visual intrusion. It is far too close to houses and Bicker village. There is no suitable access. Boston Borough Council has stated that roads through and around Bicker are unsuitable for construction traffic. The highway authority, Lincolnshire County Council, will confirm this. The visual impact and construction disturbance will have a cumulative effect in the locality of the sort that planning guidance and government policy is designed to prevent.	This site is immediately adjoining the Brown Fen Waterway Trail.
VL0499	As CS1	
VL0500	Not much better than CS5 for distance from Swineshead and also Bicker - it would still blight whole area.	

Table 11.4 Phase 1 Consultation Feedback Converter Station – CS9 Questions 12 and 13

VL Ref	Feedback received from the community in response to Question 12: “Based on the information provided on the exhibition panel, do you have any comments on the proposed use of CS9 as a site for a converter station?”	Feedback received from the community in response to Question 13: “Do you have any other comments about the site option CS9 that you feel we should take into consideration?”
	Only advantage is proximity to Bicker Fen substation saving extra access roads	
VL0509	This makes the most sense to use it as its proximity to the substation and lesser impact large numbers of residents	
VL0537	I would say this would be first choice site due to the proximity to the substation and remoteness for residential properties	
VL0539	Of the shortlisted sites this is probably the least worst. The existing substation is adjacent. It possibly affects the least number of residents and with screening could reduce the visual aspect further. The existing service road from the A52 could be utilised.	Much more time to consider the 17 other options that it seems do not suit you
VL0540	Possibly the best site in regards to less populated and the easiest site to screen and closest to existing substation	
VL0541	This is completely unsuitable with regard to visual intrusion. It is far too close to house and Bicker village. There is no suitable access. Boston Borough Council has stated that roads through and around Bicker are unsuitable for construction traffic. The highway authority, Lincolnshire County Council, will confirm this. The visual impact and construction disturbance will have a cumulative effect in the locality of the sort that planning guidance and government policy is designed to prevent.	The site is immediately adjoining the Brown Fen Waterway Trail.
VL0542	Feeder road in place from A52	
VL0543	Most appropriate as next to sub station. Feeder road from A52 in place - minimal local disturbance	
VL0549	This is completely unsuitable with regard to visual intrusion. It is far too close to house and Bicker village. There is no suitable access. Boston Borough Council has stated that roads through and around Bicker are unsuitable for construction traffic. The highway authority, Lincolnshire County Council, will confirm this. The visual impact and construction disturbance will have a cumulative effect in the locality of the sort that planning guidance and government policy is designed to prevent.	The site is immediately adjoining the Brown Fen Waterway Trail.
VL0550	This is completely unsuitable with regard to visual intrusion. It is far too close to house and Bicker village. There is no suitable access. Boston Borough Council has stated that roads through and around Bicker are unsuitable for construction traffic. The highway authority, Lincolnshire County Council, will confirm this. The visual impact and construction disturbance will have a cumulative effect in the locality of the sort that planning guidance and government policy is designed to prevent.	The site is immediately adjoining the Brown Fen Waterway Trail.
VL0577	This is completely unsuitable with regard to visual intrusion. It is far too close to house and Bicker village. There is no suitable access. Boston Borough Council has stated that roads through and around Bicker are unsuitable for construction traffic. The highway authority, Lincolnshire County Council, will confirm this. The visual impact and construction disturbance will have a cumulative effect in the locality of the sort that planning guidance and government policy is designed to prevent.	The site is immediately adjoining the Brown Fen Waterway Trail
VL0578	In choosing site CS9 is the best site in my opinion because it would not be detrimental to the surrounding area.	Best solution -less impact with noise pollution - locally accepted - more positive response with locals.

General Converter Station

Table 11.5 details all of the Phase 1 Consultation Feedback received from the community in response to Questions 3 and 14 of the Converter Station consultation feedback form.

Table 11.5 Phase 1 Consultation Feedback Converter Station – General Feedback Questions 3 and 14		
VL Ref	Feedback received from the community in response to Question 3: “Based on the information provided at the public information event and the information on our project website, www.viking-link.com, do you have any comments on the following: The decisions and reasons that led to the identification of the four shortlisted converter station sites from the original 21?”	Feedback received from the community in response to Question 14: “Do you have any thoughts on what design for a converter station might work best in your local area?”
VL0001		I suppose would cladding
VL0002	Clear and concise	Building design should be "softened" to ease the eye and transformers should be in soundproof enclosures
VL0004	Possibly the ones nearest to the substation at Bicker	I am not a technical person, just a housewife. I don't want the wool pulling over my eyes
VL0005		Needs to blend in, nothing modern or flash
VL0006		Conceptual would fit as most places around this area are farm
VL0007	Not sure what the criteria was but some were obviously poorly located	Place it underground and with pointing away from habitation
VL0008		As discrete as possible. Lots of trees planted around area
VL0009		A conceptual design would be better if positioned in the middle of the landscape. If positioned near the A17 or town/village then a landmark design would be better
VL0010		To blend in as much as possible
VL0012	Why only four sites? All in Bicker or Swineshead. What are the reasons for discounting the other 17	Away form people/houses. Not as tall, screened with trees. Separate access roads
VL0014	In choosing CS1, CS3, CS5 and CS9, we fail to understand why CS4, CS6, CS10 and CS17 "are either more constrained or have the potential for greater impact on the local community or landscape".	This is a largely rural area so how can a building potentially 24m high fit into this area?
VL0020	No comments	We don't want a blot on the landscape. It would need to be as low as possible with suitable landscaping/screening
VL0021	No further comments	Prefer a longer larger structure rather than a tower type. Would expect a cladding to mingle with the countryside
VL0022	We do not know the original 21 sites, we only know about the four shortlisted sites and we only knew about the Viking CSs 2 weeks before the consultation meeting at Swineshead	Yes! Underground if possible
VL0023	Not really made clear. Still feel could have been shortlisted to 2	Try to keep the height of the building a minimum that blends into the surrounding landscape possible improve by siting owl boxes etc. around. Nature always adapts
VL0026	These do seem to be the best options	I think the conceptual design would be the best
VL0027	I am against the project being sited on farmland and Lincolnshire has the best farmland in the country. The area is dotted with villages and has an abundance of wildlife. Buildings such as these would be an eyesore and could be detrimental to wildlife	No. A CS should not deprive the country of arable land
VL0028	There is already the substation and thirteen wind turbines on the fen, do we really need any more	
VL0031	Corruption	
VL0039	No	The present grid station now blends in well with surrounding landscape, so similar would work with the CS
VL0040	Technically feasible and more constrained. Less obtrusive to the local community. Seems correct	Whichever is suitable for the site chosen, but otherwise no preference
VL0045	What were the reasons?	
VL0046		I would certainly not want a designer station similar to your "wing" design as illustrated on your website

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VL0047		Designing the CS to resemble a timber clad barn seems appropriate
VL0054	Unclear criteria applied. From a public's point of view randomly shortlisted 4 sites	
VL0055	I fail to understand why you ignored established energy centres such as those used by North Sea Gas and instead elected to bring the power to a rural community. Bacton or North Killingholme were obvious alternatives and Bacton in particular would have substantially reduced the undersea cable	It will be enormous and a blot on the local landscape for as long as it exists. None of the proposed designs mitigates this and as long as it needs to be 24 metres high none will. No amount of landscaping will compensate for this
VL0056	Please tell us how you got the 4 shortlisted sites as we wasn't informed of this	Yes. One that's invisible
VL0060	Surely Bicker Fen has enough electrical infrastructure without adding to it. Do National Grid intend to make Bicker Fen one big power station	
VL0061	I have no doubt that the four shortlisted sites were those that will prove the least expensive for your company. Bicker Fen cannot be the only practical choice in the area, it will come down to your <u>preferred</u> choice	As small as possible
VL0062	Three sites are located away from trunk roads and medium density populated areas and are close to the substation at Bicker Fen. The fourth location is adjacent to the A17, already a busy road carrying heavy commercial traffic from the local vegetable and processed food industries and seasonal flow of traffic to the Lincolnshire and Norfolk coastal resorts. Swineshead village centre is a conservation area and the village designated for the greatest growth of the area by Boston Council. None of this seems to have been taken into account	Yes, I take it that this closed question would like more information than that. (Who composed these questions? Clearly not an experienced communicator). The converter should be compact, minimum footprint, low rise, zero emissions of electromagnetic radiations, zero noise (audible, white of sub audible), low level vibration, thoroughly landscaped and an amenity to the community
VL0072		<u>Not</u> functional - already have new structure at turners of similar size
VL0084	This site (Swineshead) should never have been put forward	No
VL0088	Your 311 page "UK Onshore Scheme Site Selection Report" actually throws up a few, in fact several interesting points not made available at the public information event. Some of the reasoning is contradicted in the publication	Possibly one that is not so tall
VL0089	Seems to be conflicting information regarding the sites and possible risk of flooding, especially when compared to the advanced Triton Knoll application which requires similar infrastructure	
VL0091	I feel the reasoning to be less than adequate. The “Discounted CS site options” section within Converter Sites Exhibition Boards has limited information to the stage 1 process that discounts 13 sites. Furthermore, it fails to mention the reasoning behind the stage 2 shortlisting that discounts 4 more of the 8 potential sites. It is also difficult to relate to an actual site location to the literature. The fore mentioned document would be more meaningful with some further detail and accompanying map. I appreciate further detail exists in the Converter Site Section Report but for many this is too detailed and still does not include an accompanying map to help identify the site position. Also the decision process is lacking through the absence of key facts and figures. In relation to landscape and sound there are no figures qualifying the number of residence within 250m, 500m, 1km and 1.5km and no numbers supporting the audible levels that each band would be subjected too.	If planning permission were sort after at the Swineshead CS5 site then the CS would need to be designed to lessen the height of the building even if the station is spread out over a greater area. The buildings would need to be as far to the west of the site as possible to maximise the distance between the station and village. Also, this would help create potential space for visual and sound screening on the east of the site using trees and shrubs.
VL0092	I feel the reasoning to be less than adequate. The “Discounted CS site options” section within Converter Sites Exhibition Boards has limited information to the stage 1 process that discounts 13 sites. Furthermore, it fails to mention the reasoning behind the stage 2 shortlisting that discounts 4 more of the 8 potential	If planning permission were sort after at the Swineshead CS5 site then the CS would need to be designed to lessen the height of the building even if the station is spread out over a greater area. The buildings would need to be as far to the west of the site as possible to maximise the distance between the station

Table 11.5 Phase 1 Consultation Feedback Converter Station – General Feedback Questions 3 and 14

VL Ref	Feedback received from the community in response to Question 3: “Based on the information provided at the public information event and the information on our project website, www.viking-link.com, do you have any comments on the following: The decisions and reasons that led to the identification of the four shortlisted converter station sites from the original 21?”	Feedback received from the community in response to Question 14: “Do you have any thoughts on what design for a converter station might work best in your local area?”
	<p>sites.</p> <p>It is also difficult to relate to an actual site location to the literature. The fore mentioned document would be more meaningful with some further detail and accompanying map. I appreciate further detail exists in the Converter Site Section Report but for many this is too detailed and still does not include an accompanying map to help identify the site position.</p> <p>Also the decision process is lacking through the absence of key facts and figures. In relation to landscape and sound there are no figures qualifying the number of residence within 250m, 500m, 1km and 1.5km and no numbers supporting the audible levels that each band would be subjected too.</p>	<p>and village. Also, this would help create potential space for visual and sound screening on the east of the site using trees and shrubs.</p>
VL0113	<p>We have not had any input on all 21 sites. The time difference of announcing 21 sites and shortlisting 4 sites is so small that due consideration of all 21 sites is not possible. It seems you have already <u>decided</u> which site you want without any consideration or care for anybody else!!</p>	<p>Why does it have to be 24 metres high? Build them lower and to suit the landscape</p>
VL0114	<p>Cannot understand why CS5 was shortlisted when others were not because they were near built up populated areas. CS5 is close to Swineshead so will surely have more impact than the others</p>	
VL0115	<p>See attached overall points (<i>see other feedback -VL0115</i>)</p>	<p>Do not erect it</p>
VL0116	<p>No. Why was the community not consulted on the original 21 sites? Why was the period between the information event detailing the 21 sites and the announcement of the shortlist of 4 sites a matter of only a few days? How can proper consideration have been given to the shortlisting?</p>	<p>It is impossible to say at this time and will, to an extent, depend on the location that is chosen.</p>
VL0119	<p>No. Why was the community not consulted on the original 21 sites? Why was the period between the information event detailing the 21 sites and the announcement of the shortlist of 4 sites a matter of only a few days? How can proper consideration have been given to the shortlisting?</p>	<p>It is impossible to say at this time and will, to an extent, depend on the location that is chosen.</p>
VL0120	<p>No. Why was the community not consulted on the original 21 sites? Why was the period between the information event detailing the 21 sites and the announcement of the shortlist of 4 sites a matter of only a few days? How can proper consideration have been given to the shortlisting?</p>	<p>It is impossible to say at this time and will, to an extent, depend on the location that is chosen.</p>
VL0121	<p>Why wasn't the communities involved not consulted on the original 21 sites? And not just the last 4? Which obviously suit Viking Link better!</p>	<p>No design is going to blend into a flat landscape. It will be seen for <u>miles</u></p>
VL0182	<p>No, this has never been discussed and the display rather confusing to someone new to the project</p>	<p>I'll wait for the design options before I comment</p>
VL0184	<p>I would like to know how much research has been done into the noise/humming that will come from the converter and the impact of this on each of the sites (i.e. the 21)</p>	<p>None really - each of the 'designs' look ugly and are high enough to be complete eyesores</p>
VL0185	<p>No</p>	<p>As low as possible with minimum footprint</p>
VL0306	<p>No idea. Don't suppose whatever the residents of the village say you will do what you want regardless.</p>	<p>If you decide to go ahead, have landscaping, a soil bank around it and trees planted would be beneficial.</p>
VL0307	<p>I feel the reasoning to be less than adequate. The "Discounted CS site options" section within Converter Sites Exhibition Boards has limited information to the stage 1 process that discounts 13 sites. Furthermore, it fails to mention the reasoning behind the stage 2 shortlisting that discounts 4 more of the 8 potential sites.</p> <p>It is also difficult to relate to an actual site location to the literature. The fore mentioned document would be more meaningful with some further detail and accompanying map. I appreciate further detail exists in the Converter Site Selection Report but for many this is too detailed and still does not include an accompanying map to help identify the site position.</p>	<p>If planning permission were sort after at the Swineshead CS5 site then the CS would need to be designed to lessen the height of the building even if the station is spread out over a greater area. The buildings would need to be as far to the west of the site as possible to maximise the distance between the station and village. Also, this would help create potential space for visual and sound screening on the east of the site using trees and shrubs.</p>

Table 11.5 Phase 1 Consultation Feedback Converter Station – General Feedback Questions 3 and 14

VL Ref	Feedback received from the community in response to Question 3: “Based on the information provided at the public information event and the information on our project website, www.viking-link.com, do you have any comments on the following: The decisions and reasons that led to the identification of the four shortlisted converter station sites from the original 21?”	Feedback received from the community in response to Question 14: “Do you have any thoughts on what design for a converter station might work best in your local area?”
	Also the decision process is lacking through the absence of key facts and figures. In relation to landscape and sound there are no figures qualifying the number of residence within 250m, 500m, 1km and 1.5km and no numbers supporting the audible levels that each band would be subjected too.	
VL0308		Barn roof shape?
VL0309	It is highly questionable whether any of the 21 sites are suitable or appropriate.	Underground!
VL0394		Regarding CS5 (Swineshead) You would be unable to reduce the visual impact of this location. See notes Question 11
VL0395	We understand you want to be close to Bicker Fen substation, but do not understand why it has to be on fenland and not on a more industrial site. After all, you have looked at sites throughout Lincolnshire, so why not an industrial site, where the impact would be less.	No design will work on rural, open fenland
VL0396	It is impossible to understand why CS5 is on the shortlist. It is close to a wonderful village and it will impact hugely on <u>MANY</u> diverse lives.	Low lying if possible and well shielded from view - impossible with CS5.
VL0411	I read the notes relating to reasons for the selections. I also feel the site selected needs to have the least impact on any neighbouring community. Once built it is too late to correct errors.	It would be more aesthetically pleasing and less of an eye sore if the design was such that it blended in with the rural landscape
VL0486	Yes. Wrong. Should be Helpringham / Heckington	Should be 5 miles away so you can't see it!
VL0487	No. Why was the community not consulted on the original 21 sites? Why was the period between the information event detailing the 21 sites and announcement of the shortlist of 4 sites a matter of only a few days? How can proper consideration have been given to the shortlist?	It is impossible to say at this time and will to an extent, depend on the location that is chosen.
VL0491	Unanswered question about electrical radiation emitting from the CS, with potential health risks. CSs very new and not much known about them.	No
VL0492	No. Why was the community not consulted on the original 21 sites? Why was the period between the information event detailing the 21 sites and announcement of the shortlist of 4 sites a matter of only a few days? How can proper consideration have been given to the shortlisting	It is impossible to say at this time and will to an extent, depend on the location that is chosen.
VL0494	Many of the sites were discounted due to disturbance to large number of people. CS5 is very close to a large number of people but not discounted!! Many of the sites would be well away from communities but discounted probably due to cost implications.	None would work best as it simply can not look nice in any design, far too big to be anywhere near any housing. Cladding and fancy architecture will not make it blend in!
VL0495	The community was given very little notice about the short listing so they had no time to fully discuss the options	Not possible to tell at this stage
VL0496	There was no public consultation on the original 21 sites. The time span from information event to shortlist choice was so short, the only conclusion can be that a final decision has been made and this is a paper box ticking exercise to give a false impression of consultation.	Depends on the chosen site, but a recent construction for Turners Transport on the A17 / A52 round about is of a height that can be seen over a great distance and is a blot on the landscape. I understand some of your designs may exceed this in height.
VL0497	No. Why was the community not consulted on the original 21 sites? Why was the period between the information event detailing the 21 sites and the announcement of the shortlist of 4 sites a matter of only a few days? How can proper consideration have been given to the shortlisting?	It is impossible to say at this time and will, to an extent, depend on the location that is chosen.
VL0498	No. Why was the community not consulted on the original 21 sites? Why was the period between the information event detailing the 21 sites and the announcement of the shortlist of 4 sites a matter of only a few days? How can proper consideration have been given to the shortlisting?	It is impossible to say at this time and will, to an extent, depend on the location that is chosen.

Table 11.5 Phase 1 Consultation Feedback Converter Station – General Feedback Questions 3 and 14

VL Ref	Feedback received from the community in response to Question 3: “Based on the information provided at the public information event and the information on our project website, www.viking-link.com, do you have any comments on the following: The decisions and reasons that led to the identification of the four shortlisted converter station sites from the original 21?”	Feedback received from the community in response to Question 14: “Do you have any thoughts on what design for a converter station might work best in your local area?”
VL0499	I do not have a computer so have not looked at your website so don't understand why you have chosen some sites very near densely populated areas	Conceptual
VL0500	I think you could have floated CS5 as a possible, knowing it is so close to Swineshead, so people will more readily accept any other site because it's got to be better than CS5!	As small, inconspicuous and camouflaged as much as possible. Think your 'conceptual' photography the least offensive option.
VL0509	I am not sure as to why they have been shortlisted to 4 sites as the parameters of the installation are unsure and the impact unknown.	Underground!!
VL0537	I don't understand how you shortlisted the 4 sites without any consultation with local residents at all. We queried this at the consultation evening and your representative said that it was the parish council's choice not to invite locals to your presentation to the parish council. As there were two parish councillors present I queried this and this was proven to be false - the council weren't informed locals could be present	Yes - don't build it and ruin our locality! I have to say, I think having done further research since the consultation, your diagram of the CS is very misleading, deliberately I think as it gives no indication, or clear indication of the sheer size of the building
VL0539	Only as far as selection report 2016	Lower and larger if necessary so it may be screened. The area is flat so it will be seen for miles
VL0540		I think the design will depend on which site is chosen. CS1 + 3 possibly functional to blend in with the local grain stores, CS9 conceptual and CS5 possibly landmark design
VL0541	No. Why was the community not consulted on the original 21 sites? Why was the period between the information event detailing the 21 sites and the announcement of the shortlist of 4 sites a matter of only a few days? How can proper consideration have been given to the shortlisting?	It is impossible to say at this time and will, to an extent, depend on the location that is chosen.
VL0542	Why no consultation with Triton Knoll project?	Underground
VL0543	Should have been more cooperation with Triton Knoll project and combined cable laying to avoid 2 x disruption	Underground
VL0544	Any development in the fens will stand out for miles. South Humberside is industrialised already and with the development of further factories the need for power in that area can only increase. If the current links are running at capacity they will have to be improved anyway to cope with the developments there and the overland cable would be very short. Alternatively with Cottam Power Station due to close, it would seem sensible to make use of the links already there. Given the size of the whole interlink project the difference of 20KM in the length of the overland link is insignificant.	
VL0549	No. Why was the community not consulted on the original 21 sites? Why was the period between the information event detailing the 21 sites and the announcement of the shortlist of 4 sites a matter of only a few days? How can proper consideration have been given to the shortlisting?	It is impossible to say at this time and will, to an extent, depend on the location that is chosen.
VL0550	No. Why was the community not consulted on the original 21 sites? Why was the period between the information event detailing the 21 sites and the announcement of the shortlist of 4 sites a matter of only a few days? How can proper consideration have been given to the shortlisting?	It is impossible to say at this time and will, to an extent, depend on the location that is chosen.
VL0553	After John/or Paul Edwards attended last Thursday's Swineshead Viking Action group meeting, the 100+ attendees were made aware that there are still 21 possible sites, CS5 is only a shortlist, and also that Heckington and Spalding will link into the Bicker Fen wind turbine site	
VL0577	Bicker has had its share of infrastructure. Why were there no consultations over the original 21 sites. Time scale between details of 21 sites and announcement of the shortlisted 4 was far too short. Was proper consideration given?	That would be impossible to say until a site has been chosen as it would depend on the impact of that site

Table 11.5 Phase 1 Consultation Feedback Converter Station – General Feedback Questions 3 and 14

VL Ref	Feedback received from the community in response to Question 3: “Based on the information provided at the public information event and the information on our project website, www.viking-link.com, do you have any comments on the following: The decisions and reasons that led to the identification of the four shortlisted converter station sites from the original 21?”	Feedback received from the community in response to Question 14: “Do you have any thoughts on what design for a converter station might work best in your local area?”
VL0578		subterranean or half buried. Lincolnshire is proud of its beautiful wide open sky and flat lands. A large development this the CS would spoil the character of the skyline and amenities for all.

Converter Station Impacts and Mitigation

Table 11.6 details all of the Phase 1 Consultation Feedback received from the community in response to Questions 4 and 5 of the Converter Station consultation feedback form.

Table 11.6 Phase 1 Consultation Feedback Converter Station – Impacts and Mitigation Questions 4 and 5		
VL Ref	Feedback received from the community in response to Question 4: “Based on the information provided at the public information event and the information on our project website, www.vking-link.com, do you have any comments on the following: The potential impacts, environmental or otherwise, of the project?”	Feedback received from the community in response to Question 5: “Are there any additional measures you think we could take to mitigate these impacts further?”
VL0001	You need to make sure that all the boxes are ticked regarding ecology, environment and local communities	Hopefully the consultation feedback forms will help you to mitigate the impacts
VL0002	Detailed and concise in usual National Grid manner	
VL0003	In all options for the site, there is going to be environment/ecology disruptions	To put CS near Bicker substation
VL0004	Noise. Also we have the wind farm at Bicker already	To be the furthest away from residential areas
VL0007	Two main concerns: 1) Visual (but this can be imagined) 2) Noise - this is not addressed even though there are working sites elsewhere. The potential for noise propagation on flat fenland is huge!	Plant trees around sites. Fans in roof will be a major source of noise and baffles etc do little to help prevent impact
VL0008	I am concerned that extremely good quality farming land will be used. I have concerns that it is not running alongside Triton Knoll and therefore will cause lots of impact on traffic	I feel it should be as far away from housing as possible
VL0009	I would like to have access to the reports made in summer 2016 of the environmental surveys in the area with focus on the wildlife	
VL0010	The main concern would be the impact on the roads during the construction of the converter	
VL0011	Yes it needs to be out of site	
VL0012	A17 is not suitable for more traffic. High accident area already. Site in Swineshead too close to habitation. Dust, disruption and noise during construction will lead to complaints. Will ruin village	It is totally insane to build near Swineshead village. The complaints now and in the future will be ongoing
VL0014	1. Increase in noise levels 2. Visually unappealing in a largely rural landscape 3. Loss of prime agricultural land 4. Loss of wildlife habitat 5. Potential disruption to transport links during build process	You should look at how the loss of valuable agricultural land and wildlife habitats could be mitigated against
VL0015	Don't think it would be a problem	
VL0020	A large impact visually	The chosen site should be as far away as possible from residential areas
VL0022	Decreasing our property value, ruining our view and general surroundings, more noise and traffic and causing disruption, morning noon and night. Spoiling our country lanes and footpaths	If you must do this, the only mitigations on these impacts would be to purchase our home to allow us to relocate to an area more in keeping with where we live now (without a Viking CS) including costs of doing so
VL0023	The potential impacts will be short lived while work is carried out, far better and cheaper to run the these 2 cables nearer to Bicker Fen substation and build CS at that site. Nature will return to normal in time	
VL0026	I am not really sure that the decisions for the CSs can reduce the impact much so the more isolated they are the better. I think maybe the conceptual wold be the best. All of the projects would use good farming land. Noise levels have to be taken into consideration	I think it would be difficult to reduce impact as the area is so flat. Maybe screening with trees might help.
VL0027	Please see above. The one other thing NOT mentioned was noise. 80' high buildings with huge transformers must make a noise - do they? What about the other companies that want to build here. Allowing one would set a precedent and the villages would ultimately suffer	Yes. Find a brown field site where the project would not be out of place. There are a number of empty factories and buildings and up and coming industrial sites. Farmland should be left for the production of food and benefit of wildlife

Table 11.6 Phase 1 Consultation Feedback Converter Station – Impacts and Mitigation Questions 4 and 5

VL Ref	Feedback received from the community in response to Question 4: “Based on the information provided at the public information event and the information on our project website, www.vking-link.com, do you have any comments on the following: The potential impacts, environmental or otherwise, of the project?”	Feedback received from the community in response to Question 5: “Are there any additional measures you think we could take to mitigate these impacts further?”
VL0028	My daughter and son in law bought these two properties for us all to have better quality of life. We came from a built up area and site CS9 would be a short distance from our properties	As my daughter suggested, if you buy us out, to enable us to buy elsewhere
VL0031	Wildlife? No chance!	NOT WANTED
VL0039	Site needs screening to reduce visual impact. This will improve habitat for wildlife	Keep the infrastructure as low as possible. 26m seems very tall and difficult to screen
VL0040	Dirty roads in winter. Noise and destroying bird and wildlife	Always to communicate with local concerns and opinions
VL0045	Noise, traffic, visual impact	Screening
VL0046	Impractical, environmentally damaging and costly	We are lead to believe the height of the station will be 50 foot. If this is correct, screening would be impractical and have a more unsightly impact. It would have no effect and incur costs for no gain
VL0047	We were assured at the P.I event that even if floor levels should be raised (as a flood precaution) the overall max height of 24m would not be exceeded	
VL0054	No independent survey information on display on noise/dust/vibration/traffic impact	The prevailing wind direction is westerly, hence intending to build the CS just west of a village appears at best ignorant
VL0055	All the proposed locations impact on good quality agricultural land. Access for construction will be detrimental at all sites. The visual impact of what you are proposing in flat countryside will be appalling	The simple answer would be to build your CS where it would be less obvious e.g. surrounded by other developments rather than in a rural environment
VL0056	These projects should be away from village life as they only grow in size and noise pollution	Yes build it on your own back yard
VL0060	Site CS9 would be 100mtrs from my house. My husband and I have worked hard all our lives to provide for our family. Our home is our children inheritance if this site is the one of choice it will make out house worthless and wipe out our childrens inheritance	If your company are willing to purchase our property at a value that would enable us to buy another of the same environment and equal living accommodation and cover all costs with compensation for the upheaval we would be happy to discuss this with you
VL0061	Site CS9 would be totally intrusive to my home, my lifestyle, my way of life. It will have a massive detrimental impact on the price of my property, you may not care about this, I do!	There are no 'dressing' procedures available that will be able to mask this massive building project from my views. If you wish to proceed with this sight I will entertain being 'bought off' in order I can relocate to recapture the lifestyle I thought I had
VL0062	See above for impact on increasing population density, new housing build and traffic flow all need to be considered	24m building seems excessive. It seems that this is a standard height without any real technical detail. The project is only converting and inverting electrical current. The options should be explored for all sites to limit the height to agricultural buildings size and mass. The one local sentiment s one of health scares. Evidence needs to be sought and convincingly delivered that an increasing population are not at risk, particularly the young.
VL0064	Think about 'blending' the outer case of the building in. Does it have to be 'boring' or could it be shaped etc. like Tower Bridge	Transporting equipment etc. To the site will cause traffic chaos 7-9am weekdays and holiday weekends
VL0072	Huge areas of growing land removed. Noise pollution of both building work and actual CS. Extra traffic	
VL0075	If the CS5 is chosen it will be a large blot on the landscape as it is very open	No
VL0084	We think it will be very devastating to put this monstrosity within a very built up community	If this has to be built around this area surely Bicker Fen has the best location as it is not so built up
VL0088	Page 287 3.7.2. At this point you discount CS4, 6, 10 and 17 due to: "have the potential for greater impacts particularly on the local community (due to the proximity) or landscape (due to their remoteness or visual separation from existing development at Bicker Fen." CS5 is separated from Bicker Farm and near to Swineshead village yet it was not dismissed	Mitigate is an interesting word in that at page 289, table 3.28 under CS5 it is mentioned. In this respect it refers to page 288 under flood risk and the possibility of "land raising" on which to build the converter site therefore raising visibility to Swineshead village even further
VL0089	The whole presentation could have been done a great deal better if visual presentations were done to	

Table 11.6 Phase 1 Consultation Feedback Converter Station – Impacts and Mitigation Questions 4 and 5

VL Ref	Feedback received from the community in response to Question 4: “Based on the information provided at the public information event and the information on our project website, www.vking-link.com, do you have any comments on the following: The potential impacts, environmental or otherwise, of the project?”	Feedback received from the community in response to Question 5: “Are there any additional measures you think we could take to mitigate these impacts further?”
	<p>actually show the size on the skyline. Triton Knoll were capable of producing this (see attached sheet) Question 4 continued No reference has been made to the building dust being raised into the atmosphere. On such a scale of build dust originating from disturbed soil, and from stones/rocks,, will rise into the atmosphere. It will be carried towards houses and over valuable crops in the surrounding fields. Heavy construction traffic will churn up dust continually adding to the problem. With so much dust being generated close to Swinshead in CS5 health issues are sure to arise. This will be ongoing with visits from maintenance vehicles in future years</p>	
VL0090	I am surprised that anyone living in such a low lying area could be against a project which will reduce CO2 emissions	
VL0091	The categorisation of factors used in the decision making have been presented well for each of the site options in the “CS Consultation Boards” document. However, details around a CS are withheld. For example no reference has been made to baseline noise monitoring studies, possibility of future extensions\additions to the site and any potential health risks to local residences.	When it comes to noise (low frequency background sound) and Landscape & Visual impact I do not believe enough emphasis during assessment has been placed on the residential settlement size a potential site could impact upon. The CS site and building are going to be “colossal” in size and produced low-frequency, tonal noise. More importance should be giving to number of people each site effects when making a decision. Essentially a site close to 10 residential houses has significantly less impact than a site close to 500 homes. I appreciate that clever architecture design can help reduce visual impact but Lincolnshire is predominantly flat so little can be done to hide such an industrial looking building from an individual’s immediate view of the countryside.
VL0092	The categorisation of factors used in the decision making have been presented well for each of the site options in the “CS Consultation Boards” document. However, details around a CS are withheld. For example no reference has been made to baseline noise monitoring studies, possibility of future extensions\additions to the site and any potential health risks to local residences.	When it comes to noise (low frequency background sound) and Landscape & Visual impact I do not believe enough emphasis during assessment has been placed on the residential settlement size a potential site could impact upon. The CS site and building are going to be “colossal” in size and produced low-frequency, tonal noise. More importance should be giving to number of people each site effects when making a decision. Essentially a site close to 10 residential houses has significantly less impact than a site close to 500 homes. I appreciate that clever architecture design can help reduce visual impact but Lincolnshire is predominantly flat so little can be done to hide such an industrial looking building from an individual’s immediate view of the countryside.
VL0112	Visually, not in keeping with the general area/landscape. Set a precedent for further development in the future	
VL0113	All the potential impacts are not apparent as yet but it is obvious that the noise, filth and disturbance to peoples lives. Also the roads are not suitable for this amount of site traffic. If you have to site it somewhere keep it away from village life!!	Forget the cost issues and implement proper thought and preparation on insuring that all possible measures to better the impact this will have on peoples lives are done 1st before you start.
VL0115	See attached overall points (see other feedback -VL0115)	See attached overall points (see other feedback -VL0115)
VL0116	All the potential impacts are not apparent because all the proposed details have yet to be decided by Viking Link	We have not been given sufficient information to make a full and informed response.
VL0119	All the potential impacts are not apparent because all the proposed details have yet to be decided by Viking Link	We have not been given sufficient information to make a full and informed response.
VL0120	All the potential impacts are not apparent because all the proposed details have yet to be decided by Viking Link	We have not been given sufficient information to make a full and informed response.
VL0121	I do not know the potential impact as Viking has not finalised details. The impact if Bicker Fen is chosen	I need more info to answer this

Table 11.6 Phase 1 Consultation Feedback Converter Station – Impacts and Mitigation Questions 4 and 5

VL Ref	Feedback received from the community in response to Question 4: “Based on the information provided at the public information event and the information on our project website, www.vking-link.com, do you have any comments on the following: The potential impacts, environmental or otherwise, of the project?”	Feedback received from the community in response to Question 5: “Are there any additional measures you think we could take to mitigate these impacts further?”
	will be enormous as already masses of infrastructure and plenty more to come	
VL0182	Yes, well aware of the impacts to the countryside and environment. This is farming land and should be used as such	I think there needs to be a complete re-think regarding the project. It cannot be cost effective to lay a line so far in land. The key of course is that the wind farm should never have been there in the first place. None of us were aware that it would be a hub to future development.
VL0184	Noise, vibration and the impact on people especially children. Also the impact of noise on animals e.g. horses grazing nearby, wildlife esp. birds, and dogs	Build the CS as far away as possible from human settlements, farms, and areas where there is wildlife
VL0306	The building is far too large to be so close to the proximity of the village and dwellings.	Move them further away from the village. We don't want it by our village.
VL0307	The categorisation of factors used in the decision making have been presented well for each of the site options in the "CS consultation Boards" document. However, details around a CS are withheld. For example no reference has been made to baseline noise monitoring studies, possibility of future extensions\additions to the site and any potential health risks to local residences.	When it comes to noise (low frequency background sound) and Landscape & Visual impact I do not believe enough emphasis during assessment has been placed on the residential settlement size a potential site could impact upon. The CS site and building are going to be "colossal" in size and produced low-frequency, tonal noise. More importance should be giving to number of people each site effects when making a decision. Essentially a site close to 10 residential houses has significantly less impact than a site close to 500 homes. I appreciate that clever architecture design can help reduce visual impact but Lincolnshire is predominantly flat so little can be done to hide such an industrial looking building from an individual's immediate view of the countryside.
VL0308	This is going to be a huge building when finished and a huge construction project. If it must happen it will have a large impact on the local area and inhabitants	Whichever site is chose, I think it's most important that access should be via the A17 - The A52 is just not big enough. When finished the building should be blended into the area if possible - colour green? Shape - not square flat roof
VL0309	This is a rural area with unrestricted views for several miles. The visual impact of an 'industrial' site will have a severe negative impact on the aesthetics of the area. There is also a negative impact with the loss of prime farming land.	Put it somewhere more in keeping with an 'industrial' site, not in an area with a rural, agriculture dominated area
VL0395	The impact is devastating to the local fenland, the community and it's amenity. Swineshead is a historical site and building the CS here would have a major impact on all flora, fauna, residents, house prices and health.	Put the CS in an environment that is not close to homes and grade 1 agricultural land. It would take years or maybe never for landscaping / screening to hide this site.
VL0396	It must be sited where it makes the least impact on people and the best possible agricultural land	Site the interconnector as far from Swineshead as possible!
VL0411	The potential impact of any community close by could be serious and long term	
VL0486	Loss of amenity, stress health caused by loss of house prices. Noise can already hear wind turbines at night coming into house. Don't want extra noise vibrations.	Move it where there is no houses and compensate in full price for house anyone with 5 miles.
VL0487	All the potential impacts are not apparent because all the proposed details have yet to be decided by Viking Link.	We have not been given sufficient information to make a full and informed response.
VL0489	Unanswered questions about electrical radiation emitting from the CS, with potential health risks	More research needed on noise levels emitting from the CS
VL0491	Unanswered questions about electrical radiation emitting from the CS, with potential health risks. More research needed.	More research needed on noise levels emitting from the CS.
VL0492	All the potential impacts are <u>NOT</u> apparent because all the proposed details have yet to be decided by Viking Link.	We have not been given sufficient information to make a full and informed response.
VL0494	The impact of any site, especially CS5, uses land that is grade A farm land, visually it would be a blot of the landscape, no matter how it is dressed up. Too close to village for size of it, so it couldn't be hidden.	Not build it so close to housing such as near the village of Swineshead (CS5 site)

Table 11.6 Phase 1 Consultation Feedback Converter Station – Impacts and Mitigation Questions 4 and 5

VL Ref	Feedback received from the community in response to Question 4: “Based on the information provided at the public information event and the information on our project website, www.vking-link.com, do you have any comments on the following: The potential impacts, environmental or otherwise, of the project?”	Feedback received from the community in response to Question 5: “Are there any additional measures you think we could take to mitigate these impacts further?”
	Potential noise vibrations during building and after that would affect locals.	
VL0495	We will not know until the work starts .	There is not enough information available for us to make a sensible decision.
VL0496	Potential impacts can not be assessed because details not given by Viking Link.	Difficult to comment not enough info
VL0497	All the potential impacts are not apparent because all the proposed details have yet to be decided by Viking Link.	We have not been given sufficient information to make a full and informed response.
VL0498	All the potential impacts are not apparent because all the proposed details have yet to be decided by Viking Link.	We have not been given sufficient information to make a full and informed response.
VL0499	I am very concerned about noise - both during construction and once operations commence - for people and wildlife	I do not have the technical knowledge to suggest anything but hope you will do everything possible, even if expensive e.g. I think you shouldn't let the existence of access roads determine the choice if the impact on people can be reduced by your paying to construct a road
VL0500	Dreadful - the whole area is so flat that any large structures show up for miles around, and you cannot pretend it isn't going to look hideous. Health impacts - unquantifiable as yet, but no-one is going to want to buy houses anywhere nearby, so everyone is going to lose a lot of money if they want to sell.	Think again and site the lot on a more remote part of the Fens would be good. If not - consider building high banks and planting thick belts of trees. Paint it all green - stark white shows up so much in the countryside.
VL0509	I am concerned only with the CS5 site as: Visual impact of the installation Constant drone and vibration from cooling fans Impact on surrounding house prices Peoples welfare due to loss of attraction of Swineshead	<ul style="list-style-type: none"> Place an industrial installation in an industrial location. If it is <u>has</u> to go on site CS5 financial compensation should be given for loss of equity and possible earnings
VL0510	The potential impact is never ending. One of your proposed sites is directly in line with my house. For example when I look out of my front windows, all I will see is your CS. I have spent 10 years building up the equity in my house and you will be taking that away from me, along with my uninterrupted views	Yes. Do not build your CS anywhere near Swineshead. It's simple, use the Bicker site. Far less impact on residents, wildlife and agricultural land.
VL0537	This will have a massive detrimental effect on the local area and economy. This is grade one farming land you will be building on which has been farmed by the same families for generations. The area has wildlife in abundance including badgers, pheasants, hares and many more who will have their environment destroyed if this goes ahead. Property prices will plummet as no-one will want to live near this monstrosity and the noise/health impacts are still unknown	Quite simple - don't build it here!! We already have the Triton Knoll development which is imminent which we have had no control over so why can this not be built elsewhere
VL0539	The obvious impacts as I am not aware of any independent surveys	Your company has left open the actual size of the CS so one's opinion can only be viewed the overall development
VL0540	Height of building concerning, could the building be set down in the ground to reduce the height	
VL0541	All the potential impacts are not apparent because all the proposed details have yet to be decided by Viking Link	We have not been given sufficient information to make a full and informed response.
VL0542	Complete disregard for drainage system which make Lincolnshire silts what they are	Link up cable in North Sea with cable arriving on coast in North East
VL0543	Bringing the link from coast to Bicker will damage all drainage that has created fertile agricultural land	All cable laying should be by "thrust bore" to avoid damage to all land drains
VL0544		A major problem is the height of the CS above the skyline. Build it in a pit so that it is out of sight. The water table is high so it would have to be in a watertight sump to keep it dry but done properly with pumping facilities this could protect it against general flooding. Obviously more expensive but again, pretty

Table 11.6 Phase 1 Consultation Feedback Converter Station – Impacts and Mitigation Questions 4 and 5

VL Ref	Feedback received from the community in response to Question 4: “Based on the information provided at the public information event and the information on our project website, www.vking-link.com, do you have any comments on the following: The potential impacts, environmental or otherwise, of the project?”	Feedback received from the community in response to Question 5: “Are there any additional measures you think we could take to mitigate these impacts further?”
		insignificant in a project of this magnitude.
VL0549	All the potential impacts are not apparent because all the proposed details have yet to be decided by Viking Link	We have not been given sufficient information to make a full and informed response.
VL0550	All the potential impacts are not apparent because all the proposed details have yet to be decided by Viking Link	We have not been given sufficient information to make a full and informed response.
VL0553	The impacts will be devastating for any area but the site CS5 that is located along the A17 in Swineshead Village will be ugly, imposing and too near to the area of the community of Low Grounds and the main village. The A17 is dangerous enough with the increase of heavy plant traffic	I would suggest you look again at the 21 sites and rethink - place the site away from A roads and a village, not necessarily down it on Bicker Fen instead
VL0577	Potential impacts cannot be apparent as the proposed details have not been decided by Viking Link	Presentations did not give sufficient information to make an informed response
VL0578	The convertor station should not be located near to a residential area. The impact on the quiet and lovely Swineshead community would be extremely negative. It would ruin it's character forever. No matter how much screening or amends to the building design were tried it would not fit into it's surroundings. The site will take limited Grade A1+ agricultural land. The site will affect local wildlife and disrupt their natural habitat. There will be noise pollution and the possibility of increased biological risk from Electrical Madgetic Radiation emitted from hi voltage power for residents and wildlife. If you build near to Swineshead this will impinge the amenities of the local population and their right to peace and quite and an unrestricted view from their properties and local area.	No. Do not build on sites CS5 & CS6 or near to any residential settlement.

Comments on the Landfall

Table 11.7 details all of the Phase 1 Consultation Feedback received from the community in response to Question 15 of the Landfall Consultation feedback form.

Table 11.7 Phase 1 Consultation Feedback Converter Station - Comments on Landfall Question 15	
VL Ref	Feedback received from the community in response to Question 15: “Based on the information provided on the exhibition panel, is there anything you would like us to take into consideration when identifying a preferred landfall point?”
VL0001	I do not know
VL0002	If at all possible please avoid the summer period as the east coast is a very popular holiday area
VL0004	Noise, when everywhere is quiet in the middle of the night on fenland with it being open and flat
VL0005	Least impact on the coast the better
VL0007	Do not destroy SSI at Anderby Creek
VL0008	Away from housing as much as possible
VL0023	Avoid populated area, therefore reduce objections hopefully? Lay cable with moleing wherever possible rather than digging trenches
VL0026	Mainly the effect on tourism. Also the A52 in this area is really choked with traffic in the summer
VL0028	Profit isn't everything. Think of people and animals
VL0040	That when work finished no sign of disturbance to land
VL0060	Think of people before project
VL0061	Think of people like me, currently enjoying a rural lifestyle. If I wanted to live near a massive power plant I would have purchased a house at a fraction of the cost of my current one
VL0070	Took no notice as it's the CS choice which is my problem
VL0075	I would suggest the further south the better as it would be a shorter distance to Bicker and hopefully cause less upheaval for the underground cables
VL0084	PEOPLE OF THIS LARGE VILLAGE
VL0091	Unfortunately; I am not familiar enough with the three proposed sites at Mablethorpe as I do not know the area well enough. After looking through the documentation I have also not seen any images of what a landfall site would look like. These two factors leave me ill-equipped to make any real comments. However, as with the CS; the proposed site should look at the visual and audible impact of the development and focus on affecting the minimum number of residences within the area.
VL0092	Unfortunately; I am not familiar enough with the three proposed sites at Mablethorpe as I do not know the area well enough. After looking through the documentation I have also not seen any images of what a landfall site would look like. These two factors leave me ill-equipped to make any real comments. However, as with the CS; the proposed site should look at the visual and audible impact of the development and focus on affecting the minimum number of residences within the area.
VL0113	Don't know yet need more information
VL0116	Insufficient information on which to make a full and informed response.
VL0119	Insufficient information on which to make a full and informed response.
VL0120	Insufficient information on which to make a full and informed response.
VL0121	I do not have enough info to answer this
VL0306	Yes. Build it away from peoples homes. We do not need an eyesore.
VL0307	Unfortunately; I am not familiar enough with the three proposed sites at Mablethorpe as I do not know the area well enough. After looking through the documentation I have also not seen any images of what a landfall site would look like. These two factors leave me ill-equipped to make any real comments. However, as with the CS; the proposed site should look at the visual and audible impact of the development and focus on affecting the minimum

Table 11.7 Phase 1 Consultation Feedback Converter Station - Comments on Landfall Question 15

VL Ref	Feedback received from the community in response to Question 15: “Based on the information provided on the exhibition panel, is there anything you would like us to take into consideration when identifying a preferred landfall point?”
	number of residences within the area.
VL0308	No knowledge of Landfall sites
VL0309	As far away from residential properties as possible. Minimise visual impact on what is a FLAT UNRESTRICTED landscape
VL0395	Less height, mature trees and somewhere else!
VL0411	Locating the converter close to the substation seems to be the most logical and viable. CS9 is the shortest round for the cables meaning less disruption to the land and area. The impact on people or communities would be negligible
VL0486	Move it North Yorkshire
VL0487	Insufficient information on which to make a full and informed response.
VL0492	Insufficient information on which to make a full and informed response.
VL0495	Not enough information provided
VL0496	We are not local to these sites and our information is insufficient to have an informed opinion. However, spoiling views and habitat at any location is detrimental to essence of life in Lincolnshire.
VL0497	Insufficient information on which to make a full and informed response.
VL0498	Insufficient information on which to make a full and informed response.
VL0499	We have only recently moved to Lincolnshire and do not know the costal area so cannot have an informed opinion but concerned about cable route (as we are suffering from the converter uncertainty we don't want cable route worries too)!
VL0500	As newcomers to the area, I have no opinion on this. But worried if cables from landfall to converter might affect future sales of our new home.
VL0509	The less impact (visually) the better!
VL0537	I cannot understand why any of the proposed landfall sites make sense with a connection on Bicker Fen - the disruption connecting the two points up makes no sense whatsoever as they are so far apart.
VL0539	Have not considered, however talking to Triton Knoll may make sense
VL0541	Insufficient information on which to make a full and informed response.
VL0542	Lay cable within mud in Humber Estuary. Go up Trent to Megawatt Valley where UK power stations located
VL0543	Link up cables in North Sea and take all power to northern access point
VL0549	Insufficient information on which to make a full and informed response.
VL0550	Insufficient information on which to make a full and informed response.
VL0577	There was insufficient information to make a full and informed response
VL0578	Anderby Creek has a complex and established natural habitat. The disruption of any works at this point would have a negative affect on the environment and wildlife.

Feedback received in relation to the Converter Station Consultation Events

Table 11.8 details all of the Phase 1 Consultation Feedback received from the community in response to Questions 17, 18, 19, 20 and 21.

Table 11.8 Phase 1 Consultation feedback received in relation to Questions 17, 18, 19, 20 and 21 – The Converter Station Consultation Events					
Our Ref	Comments received from the community in response to Question 17: "What was your main reason for attending the public consultation event?"	Comments received from the community in response to Question 18: "Do you feel this consultation event has provided you with all the information you needed?"	Comments received from the community in response to Question 19: "If no, please let us know what additional information we could have provided"	Comments received from the community in response to Question 20: "Do you have any other comments about this consultation event?"	Comments received from the community in response to Question 21: "Do you have any other comments about the Viking Link Project?"
VL0001	To see where the CS might be built. We do not want it on our doorstep	Yes		I hope you listen to the different communities and act accordingly	
VL0002	For further information and to satisfy my curiosity as an ex National Grid project manager	Yes		This event is a great improvement on that from Triton Knoll which seemed designed to raise concerns rather than allay them. Here you have stressed "consultation" and clearly identified what works are required	Good luck, hope it all goes well
VL0003	We are residents at Lowgrounds. We farm the land there and obviously have concerns for the sites CS5 and CS9	Yes		Preference for ourselves is CS9	
VL0004	To make sure it's "not in our backyard" I'm afraid				
VL0005	To have an understanding of what is going on and to have input	Yes		Maps could have been better. Was only when I asked that I was shown the potential footprint compared to the land required. CS5 site appeared a lot bigger than the rest, looking like bigger site building	
VL0006	To see where the exact location was, get information about the building, what was all the underground cable for and how it would be layed, and if it was going to effect where we live and if we would get any benefit from the plant like reduction in the amount of power cuts we have at the moment	Yes		If before the next consultation we would be advised on final site and if cables would be layed near our property	
VL0007	To find out where converter sites were to be located	No	No engineers. No noise impact study	Bring engineers with you - but finally we met, Julian thanks	Accept the need. Get the noise impact right
VL0008	Concern on effect				
VL0009	I feel strongly about the riverside walk and wildlife. I also want to reduce traffic to the area and prevent my property having negative effects on the value	Yes			These views are shared with my parents Mr Michael Wood and Mrs Susan Wood who are in Dubai on business and can not be here. Also by my husband Peter

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					Gillson who is currently serving in the forces abroad
VL0010	For more information and to try and understand why people would oppose it. However, unless you have see it outside your front door, I still do not understand why you would contest it. Embrace change, don't resist it for the sake of it I say!!			See 15 and 16	I do not oppose the construction of the converter, however I do feel that whatever does have it should be financially compensated because ultimately whoever does have it, it could have a detrimental effect on house prices and people moving to the villages. During the construction especially, local travel needs to be considered carefully
VL0011	To take a good look at the plans and not be afraid or put off by scaremonger in the village	Yes		No	
VL0012	Information	No	Other sites considered?	Swineshead has I feel been chosen as it's cheaper to build near A17	You ned to look carefully at your commitment to dealing with ongoing complaints from A17 site - it will cost Viking money!!!
VL0014	Unfortunately we couldn't attend, but have managed to find out about the project from the Swineshead Action Group and subsequently your website	No	This has been covered in our responses to your questions	Being rather cynical we wonder how much the concerns of the people in this area are taken into account, if at all	
VL0015	To understand the project	Yes			Linking country's networks will add resilience and save energy. We need to do both
VL0020	To support the residents of Swineshead and the village as a whole. To prevent it being a devalued village with a CS on the doorstep.	Yes		Informative	We understand this project must go ahead and hopefully in the most suitable site and with the least visual impact on the villages and properties
VL0021	I am interested in future progress	Yes		No	Not as present
VL0022	To find out more and to raise our concerns	No	Your representatives did not have enough detailed information to answer our questions to our satisfaction	Lack of clear information left us wondering about the whole issue. Several questions we asked could not be answered	Yes!! The CS is not feasible and we would never have expected this in our or very near to our lovely village. Please build it somewhere there are no houses near, or in an already developed industrial area and no problem to anybody
VL0023	To keep up to date with all information	Yes		Please hold more events to keep us all	Good to see that you are looking at

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	and ask the relevant questions that concern me and hopefully get some answers from people more qualified than I			up to date as to the progress and outcome of the previous meetings/consultations	alternative means of supply power to the UK. There may be small disruptions in the process of this but we will be better placed in the future
VL0024	To find out how my village would be affected by options for a CS	Yes		There seemed to be plenty of staff on hand to help with queries although, inevitably perhaps, some seemed better informed than others. The exhibition panels were very informative and seemed to be fairly comprehensive in the details covered	
VL0026	So I am able to show how I feel about the project and get a say in what takes place	Yes		Just to say keep us informed as the project progresses	
VL0027			No information on noise pollution. None on possible pollution of ground on waterways. No information as to why Bicker has been chosen bearing in mind it is 30-40 miles from landfall area	Event was fine but this is hardly consultation. It is simply an exercise in what the company is planning to do and anything to convince the public that it is necessary	<i>In reference to Q1:</i> Of course I am aware but is the demand greater than we produce? The answer is no and we would be having major blackouts <i>In reference to Q2:</i> The reasons stated are clear enough but I am not altogether happy that they are correct. This, like any other business, is motivated by profit and not peoples' needs. With technology improving as it is then is it possible that the whole thing will be outdated by the proposed building date
VL0028	To strongly object to what Viking Link wants to do to BICKER	No	Why does it have to be Bicker. Surely there are other areas that wouldn't cause such an impact on the village		I am 75 this year and don't want the upheaval this will cause
VL0029					No more link ups in Bicker Fen
VL0030					No more link ups in Bicker Fen
VL0039	We are landowners close to the grid station and are concerned about disruption to our farming business and drainage of affected land	Yes		Being open with us on all aspects of the project as it progresses will reduce the possibility of problems occurring at a later date	

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VL0040	Interested local resident	Yes		Thank you for keeping us informed. You were very informative polite and approachable	
VL0045	To find out what the plans were and how it would affect me and my family	Yes			
VL0046	To be more aware of the project and its impact on our village. To be frank, your website was far more informative				In response to Q1 - The increase in demand is due to Europe's mandate to trade electricity. I would love to know if a no vote were to be announced to staying in the European Referendum, would the project go ahead
VL0047	To assess the affect on our own environment	Yes	We feel we are as well informed as possible at the moment		
VL0054	Information and fact gathering	No	Data, especially independent, of expected levels of pollution and impact on village	Very friendly and helpful clerks, insufficient presentation of facts	
VL0055	To understand, as a member of Bicker Parish Council, exactly what was planned	No	The opportunity to think again about the whole rationale of the project. It appears from the start to be presented to the community as a done deal, a fait accompli. Bicker is not the place for such a development		Bicker Fen has had quite enough development already. To my mind your plans are totally unacceptable. Whatever landscaping you do or compensation you propose for the community will not mitigate the enormous blot you are introducing to our rural environment. Think again before it is too late
VL0060	To place our objection	No	Why it needs to be in this location upsetting a rural community		Please think long and hard prior to ruining our beautiful countryside and peoples lives
VL0061	To place an objection as I honestly believe that you are going through the motions with so called consultation (a process you have to go through in any case)	No	Any questions asked were always going to be answered with bland, non-confrontational answers as this event was a public relations exercise only. What other locations other than Bicker Fen could have been the location for this project		In response to Q2 - Profit? It may be necessary to you as I dare say there will be a large profit in it. You have already caused me a large amount of stress, I would urge you to think again
VL0062	Did not attend, heard about it too late. This suggests poor publicity in the villages	No	Statements and clear evidence about the considerations that I have raised have not been supplied, that is why I raised	Yes, please employ communications expert and get it right. Playing at it as clearly you are is an insult to the people	Yes I have filled this in online and now reached the point where I have to print it and use the freepost address. This is a

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			them	of Lincolnshire	complete farce. From being interested in the project I am now totally sceptical, perhaps you have managed to convince the other 750,000 people in Lincolnshire that you do not really know what you are doing. Well done
VL0064	Finding out more information	Yes			
VL0070	To suggest CS9 as a preferred site - if the project goes ahead. To point out that CS5 is excellent farming land and should not be taken. To point out that A52 has a road already linked to the substation and would also avoid extended cabling from CS5 to the substation	No	Their real views on which site they preferred. I believe they have already made their choice. I implore you, for the safety of drivers on A17 and less noise pollution for people of Swineshead, to not consider CS5	House prices would fall, especially at North End, for an avoidable choice. There is no good reason to build right next to the village and A17. It would not be better for your construction as it's a speedway (hangar straight) and lives would be in danger. The reps at the event were listening though - I hope	What if we come out of Europe, is it still relevant? We are not totally opposed to the project but a compromise would be a good solution by having the station away from the village. I believe other 2 sites are non starters financially. Please have common sense and decency to listen to local knowledge. It is not a case of NIMBY but a measured review of the proposal.
VL0072	Had no prior knowledge of the project	Yes			
VL0074	To get more information. I feel that the public consultation was poorly advertised. As this proposal will affect the whole of Swineshead and its surrounding community <u>every</u> resident should have received a letter. Thankfully local residents organise our own public meeting to make sure as many people as possible were informed. Be prepared, you should be receiving a lot of feedback, We don't want it on our doorstep! Please put t on CS9	No	Exactly what are you proposing! There was no information on actual size, noise levels, health issues, visuals etc. All your consultation did was inform us you might be building something if the CS5 site is picked. But you didn't know any of the technical information about what you might build	We want all the information. What equipment you intend to use. How much low frequency noise it will make. Exactly what it will look like. Exactly what measures would be taken etc. etc.	We feel personally that the money should be spent elsewhere. Renewable energy generation. Tidal, solar, wind etc. We need to be completely self sufficient in power generation. Please see the attached letter
VL0075	To find out how it might affect my village	Yes	N/A	N/A	N/A
VL0084	To find out all the information which we could	Yes			
VL0088	To see the detrimental effect the building of a CS close to my soon to be residence would have on the quality of my families life and the financial implications	No	The 311 page report should have been more readily available. For a proposal costing millions and likely disruption to so many the printing of a few copies of this would have been minute	Should have been a follow up event two weeks later when people had chance to digest the information	A project too many following 1) Bicker wind farm 2) Heckington wind farm 3) Triton Knoll 4) Viking Link - too much in one area

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VL0089	Gain information	No	More technical information		
VL0090	To express approval for the project	No	Emphasis on CO2 benefits	No real info on climate change and CO2	I understand that these links reduce CO2 which is imperative
VL0091	I live in Swineshead approximately 500 metres from the CS5 site and feel such a development would have a huge impact on the village community. The dwellings within the village are typically spread along the main road within the village (Station Road/ High Street) which runs on an axis of South East to North West. This mean a large proportion of the village are close to the proposed site on the West side. Frankly speaking; it will be a noisy eye sore and should never be situated so close to an entire village settlement. Such a scar on the landscape will not just effect the amenity for the people in the village; it will have detrimental effect on local businesses and Lincolnshire tourism. People visit Lincolnshire for the pleasant countryside, dog walking, farm/coffee shops, and public footpaths and the site would be a advert on a major East West route (A17) for reasons not to visit Lincolnshire as it undermines all the above.	No	Unfortunately, the public consultation event was not publicised very well and I was unaware of its taking place. Luckily a neighbour collected the relevant documentation and brought further events surrounding the Viking Link to my attention.	No	No
VL0092	I live in Swineshead approximately 500 metres from the CS5 site and feel such a development would have a huge impact on the village community. The dwellings within the village are typically spread along the main road within the village (Station Road/ High Street) which runs on an axis of South East to North West. This mean a large proportion of the village are close to the proposed site on the West side. Frankly speaking; it will be a noisy eye sore and should never be situated so close to an entire village	No	Unfortunately, the public consultation event was not publicised very well and I was unaware of its taking place. Luckily a neighbour collected the relevant documentation and brought further events surrounding the Viking Link to my attention.	No	No

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	settlement. Such a scar on the landscape will not just effect the amenity for the people in the village; it will have detrimental effect on local businesses and Lincolnshire tourism. People visit Lincolnshire for the pleasant countryside, dog walking, farm/coffee shops, and public footpaths and the site would be a advert on a major East West route (A17) for reasons not to visit Lincolnshire as it undermines all the above.				
VL0112	To become more acquainted with the proposed project. To take the opportunity to put forward point of view using the feedback form				
VL0113	Fed up with how you energy people run rough shod over the little people without any real care or concern	No	We were never asked if we wanted more energy infrastructure. We haven't been consulted on all 21 sites. If asked the answer would have been <u>No</u>	It seems hasty and rushed through with little information and no costings	Lets hope we vote to leave the EU and Corbin nationalises all the energy companies
VL0114	We went along to find out how this would affect us and the village we live in. We think we should be aware of what is going on in the local area	Yes		Hope that you didn't pay for the display boards with all the mistakes and thought these were very unprofessional	
VL0115	Lifetimes living in this area. Care for Lincolnshire. Care for Donington, Bicker and Swineshead. Care for use of prime growing land producing our food	No	It was about the 4 sites only and not the whole - 21 sites plus		See attached
VL0116	Concern about yet more energy infrastructure being imposed on Bicker parish leading to cumulative effect and blight.	No	A question should have been asked as to whether or not we want the CS in this locality. A longer time-scale is needed for consultation. We should have been consulted on the 21 sites.	There is a lack of detailed information. The full Viking Link document lacks many pages that should show figures.	If the UK votes to leave the EU will the Viking Link still proceed? There are a number of imminent energy infrastructure projects that must be located in Bicker parish on Bicker Fen or at the existing substation. The Viking Link CS is not one of these. On the grounds of fairness to Bicker parish, which hosts far more energy infrastructure than any other parish locally, it should go elsewhere within the required 5 kilometre radius. We are very concerned that the choice of

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					sites is designed to ensure that the combined voices of the larger populations of Swineshead and Donington parishes will prevail and result in a site in Bicker parish being chosen on the basis of the number of consultation responses. What steps will Viking Link take to ensure that number alone are not used to determine the final choice.
VL0119	Concern about yet more energy infrastructure being imposed on Bicker parish leading to cumulative effect and blight.	No	A question should have been asked as to whether or not we want the CS in this locality. A longer time-scale is needed for consultation. We should have been consulted on the 21 sites.	There is a lack of detailed information. The full Viking Link document lacks many pages that should show figures.	If the UK votes to leave the EU will the Viking Link still proceed? There are a number of imminent energy infrastructure projects that must be located in Bicker parish on Bicker Fen or at the existing substation. The Viking Link CS is not one of these. On the grounds of fairness to Bicker parish, which hosts far more energy infrastructure than any other parish locally, it should go elsewhere within the required 5 kilometre radius. We are very concerned that the choice of sites is designed to ensure that the combined voices of the larger populations of Swineshead and Donington parishes will prevail and result in a site in Bicker parish being chosen on the basis of the number of consultation responses. What steps will Viking Link take to ensure that number alone are not used to determine the final choice.
VL0120	Concern about yet more energy infrastructure being imposed on Bicker parish leading to cumulative effect and blight.	No	A question should have been asked as to whether or not we want the CS in this locality. A longer time-scale is needed for consultation. We should have been consulted on the 21 sites.	There is a lack of detailed information. The full Viking Link document lacks many pages that should show figures.	If the UK votes to leave the EU will the Viking Link still proceed? There are a number of imminent energy infrastructure projects that must be located in Bicker parish on Bicker Fen or at the existing substation. The Viking Link CS is not one of these. On the grounds of fairness to Bicker parish, which hosts far more energy infrastructure than any other parish locally, it should go elsewhere

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					within the required 5 kilometre radius. We are very concerned that the choice of sites is designed to ensure that the combined voices of the larger populations of Swineshead and Donington parishes will prevail and result in a site in Bicker parish being chosen on the basis of the number of consultation responses. What steps will Viking Link take to ensure that number alone are not used to determine the final choice.
VL0121	Extremely worried about the amount of electrical infrastructure proposed for Bicker Fen, cumulative effect to be seen for miles	No	More details as to why the other sites were casually dismissed with no public consultation. The public was not asked if we want the CS in this locality	Lack of detail. I think Bicker has already been chosen as convenient for Viking Link and as a smaller population will appear not to give much opposition compared to larger parishes	The Viking link station does not have to be in Bicker Parish, which will be covered in electrical infrastructure and so has more than its share
VL0182	To get more information	No	The overall presentation/event was unstructured and visitors were left very much to their own resources. One would ask questions, but I felt that the people there lacked the details and knowledge to get into subject (deep dive	Yes, the consultation required a proper structure and presentation. People needed to be spoken to and topics discussed in a group. This way you may have got a more positive result	
VL0184	I needed information and the opportunity to give feedback		It would have been helpful to know exactly how much noise the station will make		Not printable!
VL0185	To see how much damage this will do to the landscape	No			How many decibels of noise will this make i.e. 100yds, 200yds, 1/2 mile, 1 mile
VL0306	To be honest, I was hoping to get some answers but it turned out to be a public disturbance with everyone shouting at once. No order at all.	No	As I said in Q17, it was very badly organised and I came out of there feeling I had wasted 1.5 hours of my time as I was no wiser	I have already made my opinion about the event in Q17 and 19 and will not be attending any more meetings.	Yes. I think it criminal the way you spoil the countryside, also you don't seem to care what residents feel, as you will carry on what you want to do <u>regardless</u>
VL0307	I live in Swineshead approximately 500 metres from the CS5 site and feel such a development would have a huge impact on the village community. The dwellings within the village are typically spread along the main road within the village (Station Road/ High Street) which runs	no	Unfortunately, the public consultation event was not publicised very well and I was unaware of its taking place. Luckily a neighbour collected the relevant documentation and brought further events surrounding the Viking Link to my attention.	no	no

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	<p>on an axis of South East to North West. This mean a large proportion of the village are close to the proposed site on the West side. Frankly speaking; it will be a noisy eye sore and should never be situated so close to an entire village settlement. Such a scar on the landscape will not just effect the amenity for the people in the village; it will have detrimental effect on local businesses and Lincolnshire tourism. People visit Lincolnshire for the pleasant countryside, dog walking, farm/coffee shops, and public footpaths and the site would be a advert on a major East West route (A17) for reasons not to visit Lincolnshire as it undermines all the above.</p>				
VL0308	Concern about impact on locality	No	No attempt was made to explain why this is preferable to any other method of generation		I do feel that we should be dealing with our power needs internally rather than souring externally.
VL0309	Concern over an attempt to turn a rural agricultural area into an industrial waste land.	No	Not enough fine detail about the health impacts possible through noise, vibration, radiation, etc..	Not publicised widely enough and not early enough. This must have been in the planning for a very long time. Consultation on the very idea of siting in a rural area should have been made at the onset.	Don't do it here. This is clearly a very expensive project that we can do without. Like North Sea Gas and wind energy, there is no financial advantage to the public.
VL0394	<u>Great concern</u> over the future of my village and to preserve its heritage and the effect on the livelihood of farmers and business in the area. Plus the environment - visually, audibly and ecologically.	Yes		No	No
VL0395	Information	No	Could not advise on design and noise	Not everyone affected knew about the consultation. Letters should have been sent to everyone.	Should be in an industrialised setting. Not open fenland! Once fenland has gone - it's gone! But are you or your shareholders worried about that?
VL0396	We care about Swinseshead and it's future.	No	Simple, easy to understand facts		<u>Please</u> do not site the interconnector at CS5 - you will impact on too many lives.

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VL0411	Once these things are built, you can not change your mind. We need to consider impact on the community and future of the area. I am concerned also about the loss of green land, wildlife, and I do not want to have a lot on the landscape close to communities	No	The feedback options and the facility are too limited and would have also liked the option to email comments in a different format		My last comment is a general one. It is the abject failure of successive governments to provide a sustainable and self sufficient solution to energy for our country. We depend on far too many outside countries for energy
VL0486	Totally against it. Will fight all the way	No	Loaded for Viking! Not for response Map didn't even show Swineshead in full	Not enough letters sent out. Only a very small part of the village. But on the positive, now have a large action group	Go away. You are wasting money
VL0487	Concern about yet more energy infrastructure being imposed on Bicker parish leading to cumulative effect and blight.	No	A question should have been asked as to whether or not we want the CS in this locality. A longer time-scale is needed for consultation. We should have been consulted on the 21 sites.	There is a lack of detailed information. The full Viking Link documentation lacks many pages that should show figures.	If the UK votes to leave the EU, will the Viking Link project still proceed? There are a number of imminent energy infrastructure projects that must be located in Bicker parish on Bicker Fen or at the existing substation. The Viking Link CS is not of these . On the grounds of fairness to Bicker parish, which hosts far more energy infrastructure than any other parish locally, it should go elsewhere within the required 5 kilometre radius. We are very concerned that the choice of sites is designed to ensure that the combined voices of the larger populations of Swineshead and Donington parishes will prevail and result in a site in Bicker parish being chosen on the basis of the number of consultation responses. What steps will Viking Link take to ensure that the numbers alone are not used to determine the final choice?
VL0489	Impact on Swineshead village	No	It is a new technology so no information on noise level when in operation	No	No
VL0491	Impact on Swineshead village	No	Noise levels	No	No
VL0492	Concern about yet more energy infrastructure being imposed on Bicker parish leading to cumulative effect and	No	A question should have been asked as to whether or not we want the CS in this locality. A longer time-scale is needed for	There is a lack of detailed information. The full Viking Link documentation lacks many pages that should show figures.	If the UK votes to leave the EU, will the Viking Link project still proceed? There are a number of imminent energy

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	blight.		consultation. We should have been consulted on the 21 sites.		infrastructure projects that must be located in Bicker parish on Bicker Fen or at the existing substation. The Viking Link CS <u>is not of these</u> . On the grounds of fairness to Bicker parish, which hosts far more energy infrastructure than any other parish locally, it should go elsewhere within the required 5 kilometre radius.
VL0494	To gather more information	Yes			Not enough locals (only 1 in Swineshead) were consulted with before shortlisting. This converter should not ever get permission anywhere near housing. Out on Fenland where it wouldn't get any objections would be good.
VL0495	Concern about the effect on the small community of Bicker	No	We should have been asked if we wanted a CS in this area and a longer consultation time was needed.	There is a lack of detailed information.	If the UK votes to leave the EU, how will this effect the Viking Link?
VL0496	To register objection to yet more energy infrastructure being imposed on Bicker parish leading to cumulative effect and blight. Many individuals have suffered health issues from past operations of this nature.	No	There was no direct question asked as to whether we wanted a CS in the locality. There was no consultation on the 21 sites. It all gives rise to the feeling that this is a PR exercise for a decision that is already made.	Detailed information is scarce. Little in the way of figures.	If we exit the EU after the vote, how does this effect Viking Link? There are some energy projects that have to be Bicker parish located VIKING LINK IS NOT ONE OF THEM . Other parishes can share the burden as well as the benefits!
VL0497	Concern about yet more energy infrastructure being imposed on Bicker parish leading to cumulative effect and blight.	No	A question should have been asked as to whether or not we want the CS in this locality. A longer time-scale is needed for consultation. We should have been consulted on the 21 sites.	There is a lack of detailed information. The full Viking Link documentation lacks many pages that should show figures.	If the UK votes to leave the EU will the Viking Link still proceed? There are a number of imminent energy infrastructure projects that must be located in Bicker parish on Bicker Fen or at the existing substation. The Viking Link CS is not one of these . On the grounds of fairness to Bicker parish, which hosts far more energy infrastructure than any other parish locally, it should go elsewhere within the required 5 kilometre radius. We are very concerned that the choice of sites is designed to ensure that the combined voices of the larger

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					populations of Swineshead and Donington parishes will prevail and result in a site in Bicker parish being chosen on the basis of the number of consultation responses. What steps will Viking Link take to ensure that numbers alone are not used to determine the final choice?
VL0498	Concern about yet more energy infrastructure being imposed on Bicker parish leading to cumulative effect and blight.	No	A question should have been asked as to whether or not we want the CS in this locality. A longer time-scale is needed for consultation. We should have been consulted on the 21 sites.	There is a lack of detailed information. The full Viking Link documentation lacks many pages that should show figures.	If the UK votes to leave the EU will the Viking Link still proceed? There are a number of imminent energy infrastructure projects that must be located in Bicker parish on Bicker Fen or at the existing substation. The Viking Link CS is not one of these . On the grounds of fairness to Bicker parish, which hosts far more energy infrastructure than any other parish locally, it should go elsewhere within the required 5 kilometre radius. We are very concerned that the choice of sites is designed to ensure that the combined voices of the larger populations of Swineshead and Donington parishes will prevail and result in a site in Bicker parish being chosen on the basis of the number of consultation responses. What steps will Viking Link take to ensure that numbers alone are not used to determine the final choice?
VL0499	Concerns about health, amenity and financial (resale value of our property) implications of the Link, and it's effect on wildlife	No	An audio of the level of noise at various distances		I think it is a shame that this county has to have this Link and that Lincolnshire has been the victim. I hope you will do all you possibly can to reduce impacts on people's lives and the value of their homes.
VL0500	Worried about whether we can sell our house again and how much this project will devalue it. Worried about noise - we already have the A52 roaring past our front door. Worried about spoiling the	No	An audio example of the level of noise as a permanent thing. 3D models of buildings would have been easier to visualise.	The staff we pleasant and informative, but I did not get the feeling anyone was going to listen to what the residents said. I think ultimately Viking will do what suits them, and probably as cheaply as they	Whole thing is quite horrific and we would not have considered retiring to this area at any price, if we had known the project was coming.

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	landscape.			can.	
VL0509	To understand what your proposals were	No	Too many unknowns: Appearance Noise Pollution Vibration Visual impact	Early stages - but struggling to see why all the other sites were dismissed so early	An industrial project should stay out of prime countryside - once it's gone, in gone forever!
VL0510		No	The truth about consulting the local residents		
VL0537	To find out what the proposal was as I had no previous knowledge of it or the potential massive impact it will make on my life	No	Noise is a big concern and no information could be given which is not acceptable as we need to know if this station could be on our doorstep. I also could not get to answer as to why this proposal has reached this stage of development without any consultation with local residents	My overall feeling from this event was that the fact that the station will be built on one of the proposed four sites is a foregone conclusion rather than it be a consultation for locals to be able to oppose the plan completely	With the Triton Knoll development possibly imminent it is totally unfair that the 4 possible sites for this CS are also in the immediate proximity. Surely there must be another substation that could be utilised for this project?
VL0539	The long term viability of our village	No	The most important part for us, the CS. We were given very vague idea of size or type.	A follow up meeting would be important	Possibly as the project proceeds as it surely will
VL0540	To view the proposed site plans etc.	Yes			
VL0541	Concern about yet more energy infrastructure being imposed on Bicker parish leading to cumulative effect and blight.	No	A question should have been asked as to whether or not we want the CS in this locality. A longer time-scale is needed for consultation. We should have been consulted on the 21 sites.	There is a lack of detailed information. The full Viking Link document lacks many pages that should show figures.	If the UK votes to leave the EU will the Viking Link still proceed? There are a number of imminent energy infrastructure projects that must be located in Bicker parish on Bicker Fen or at the existing substation. The Viking Link CS is not one of these. On the grounds of fairness to Bicker parish, which hosts far more energy infrastructure than any other parish locally, it should go elsewhere within the required 5 kilometre radius. We are very concerned that the choice of sites is designed to ensure that the combined voices of the larger populations of Swineshead and Donington parishes will prevail and result in a site in Bicker parish being chosen on the basis of the number of consultation

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					responses. What steps will Viking Link take to ensure that number alone are not used to determine the final choice.
VL0542	To find out what was being hidden from public domain	No	Staff who had local knowledge and understood drainage of land	Not enough staff to cope with visitors	Invest in UK power production do not spend billions to ultimately be reliant on other and be held to ransom in the future
VL0543	To obtain information that has been withheld up to this point in time	Non	Staff available to discuss project rather than politically correct answers	Children playing in the hall were a distraction. Staff were reluctant to engage with visitors	Stop the project. Use cash to develop UK based power generation
VL0544	To find out what was being planned	Yes			It is clearly a very expensive project but it seems to me that decisions are being made without considering the long term effects on the area. For just a little more it could be built with no negative impacts.
VL0549	Concern about yet more energy infrastructure being imposed on Bicker parish leading to cumulative effect and blight.	No	A question should have been asked as to whether or not we want the CS in this locality. A longer time-scale is needed for consultation. We should have been consulted on the 21 sites.	There is a lack of detailed information. The full Viking Link document lacks many pages that should show figures.	If the UK votes to leave the EU will the Viking Link still proceed? There are a number of imminent energy infrastructure projects that must be located in Bicker parish on Bicker Fen or at the existing substation. The Viking Link CS is not one of these. On the grounds of fairness to Bicker parish, which hosts far more energy infrastructure than any other parish locally, it should go elsewhere within the required 5 kilometre radius. We are very concerned that the choice of sites is designed to ensure that the combined voices of the larger populations of Swineshead and Donington parishes will prevail and result in a site in Bicker parish being chosen on the basis of the number of consultation responses. What steps will Viking Link take to ensure that number alone are not used to determine the final choice.
VL0550	Concern about yet more energy infrastructure being imposed on Bicker parish leading to cumulative effect and	No	A question should have been asked as to whether or not we want the CS in this locality. A longer time-scale is needed for	There is a lack of detailed information. The full Viking Link document lacks many pages that should show figures.	If the UK votes to leave the EU will the Viking Link still proceed? There are a number of imminent energy infrastructure

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	blight.		consultation. We should have been consulted on the 21 sites.		projects that must be located in Bicker parish on Bicker Fen or at the existing substation. The Viking Link CS is not one of these. On the grounds of fairness to Bicker parish, which hosts far more energy infrastructure than any other parish locally, it should go elsewhere within the required 5 kilometre radius. We are very concerned that the choice of sites is designed to ensure that the combined voices of the larger populations of Swineshead and Donington parishes will prevail and result in a site in Bicker parish being chosen on the basis of the number of consultation responses. What steps will Viking Link take to ensure that number alone are not used to determine the final choice.
VL0553	To find out more!	No	We would like to understand more about the cable routeing as we have been confirmed as being in the buffering zone		
VL0577	Our concerns for the Parish of Bicker with more energy infrastructure being imposed leading to cumulative effect and blight	No	The question should have been asked as to whether we want the CS in this locality at all. A longer time scale is needed for consultation and the Parish should have been consulted on the 21 sites	There was a lack of detailed information. The full Viking Link documentation lacks many pages that should show significant figures.	If the U.K. votes to leave the EU will the Viking Link still proceed
VL0578	I believe passionately that everyone has inalienable rights to enjoy their amenities and I think it important to protect and stand for greater good and benefit our local community. I wanted to gather all the facts about this development so I can make an informed opinion.	Yes		No	No

Appendix 12 Phase 1 Consultation Feedback received by other medium

Note that as far as possible all feedback which was received has been directly translated into the following tables.

Landfall Other Feedback

Table 12.1 details all of the Phase 1 Consultation Feedback received by other medium (for example, letter or email etc) in relation to the Landfalls.

Table 12.1 Phase 1 Consultation Feedback Landfalls comments received by other medium.	
VL Ref	Feedback received for the Landfalls by other medium
VL0583	<p>I attended the presentation at Anderby Village last week on the proposed landing site within our parish, and registered our deep concerns for the damage that might be done to our local infrastructure by the increase in heavy traffic, and over weight vehicles using our already fragile road system to access any of the proposed landing sites.</p> <p>One question I did not ask at the presentation was how the project might be affected should the result of the referendum on the Common Market be to leave Europe.</p> <p>Will there be any impact on the project should this happen, and have your team considered the implications of such a result?</p>
VL0584	<p>What work do you refer to when you say fields to the West of Roman Bank could accommodate other work ? Do the underground cables emit an electro magnetic field ?</p>
VL0585	<p>Following my telephone conversation with someone a few minute ago ...</p> <p>What follows is a copy of the email I sent earlier this week but this version includes a set of pictures I have taken in the past (2003/4/5/6) showing the beach defences in the areas of landfall locations LF1, LF2 and LF1A or very nearby.</p> <p>I believe that you may have underestimated the extent of the sea defences in terms of the amount of concrete, granite boulders and groynes. As mentioned previously, the groynes may no longer be present if they were removed by later Lincshore activities but it may just be that they are at a lower level than has been physically observed for a number of years. In some cases the terracing observed currently has a second level of terracing that can no longer be seen with additional sets of steps, ramps and railings.that are now covered by sand.</p> <p>Additionally you mention that Lincshore go out 300 metres which I can't quantify but the working activities such as the pipe that is connected from the dredger to the shore to transport the sand / water mix and gets moved tangentially to the beach as work progresses is literally ship to shore and the excavators grab it and drag it along the beach at such times.</p> <p>Incidentally, Lincshore 2016 is currently taking place so someone may like to go on a field trip to see work in progress and ascertain the limits of the work for themselves with a view to seeing the likelihood of the cables coming ashore being disturbed / dug up.</p> <p>If you look at an app (PC version also available) the current ships being used are HAM 316 (dredger) and NERO (tug). There is a "track" option to see the last two days worth of tracking info and for the tug at least you will be able to observe how close to shore it gets. At this time I suspect that the dredger has broken down as it is out at sea and not moved for two days but presumably once mended, work will be restored. So don't go today or tomorrow without checking first !</p> <p>I have numerous other photos from various Lincshore activities which therefore have a secondary side to them in that they also document the sea defences and beach at various times (snapshots in the true sense!) so if such information is of use please get in touch again and I will dig out some more. I can also explain some of the things that are there in the photos but may not be noticed such as things that look like a piece of concrete in the sand that is in fact part of a second level ramp leading down from the first stage to the beach which is even further down</p> <p>Whilst I am against the project disturbing our locality I find the technical aspects of such a project interesting so I see this as a two way process. If you have a better idea of what you are up against it may help my cause in that you take your project elsewhere. If you are coming anyway then at least you won't start work only to find it more technically challenging than you thought with a resulting breach of the sea defences.</p> <p>Please can you confirm that you have received the pictures ok.</p> <p>Please find attached a completed Consultation Feedback Form received at the Anderby Village Hall presentation session for the Landfall sites. Sorry for the delay (albeit within the allowed timescales) as I have had an eye operation and this has delayed filling out the form which I email to you as there is probably insufficient time to post it.</p>

Table 12.1 Phase 1 Consultation Feedback Landfalls comments received by other medium.

VL Ref	Feedback received for the Landfalls by other medium
	<p>I do not believe any of the points are suitable and the comments made reflect this.</p> <p>I also refer to some photos of the beaches at the landfall sites as I think you may have underestimated the sea wall defences in terms of their construction and my photos from 2004 onwards would suggest that there may be groynes present, possibly at a greater depth than estimated. Of course, they may have been removed during Lincshore remedial works but the photos show that they were there in the past.</p> <p>The photos also show how Lincshore use the beach during replenishment and would be interested to know whether you have allowed sufficient distance from shore for the cabling to leave the sea without being disturbed by plant and machinery, tug boats and dredgers.</p> <p>I am only too pleased to email you some copies of these photos for someone to look at for technical / information purposes as clearly it is in everyone's interest to determine the technical suitability of the sites specified. Please advise what email address I should sent such items to.</p>
VL0586	<p>Please find attached a landfall feedback form.</p> <p>I apologise for the rushed response, but I literally found out about this project this afternoon and it is the cut off day for feedback. My comments are rushed and I did not have time to really consider in depth.</p> <p>My main concern was that the use of the beach for proposed site LF1A is not just seasonal. This beach is used by Lincolnshire surfers all year round. In fact the winter months are better for surfing due to the bigger swells. So disruption for this particular group of beach/sea users would potentially be constant.</p> <p>I have also made a suggestion for the use of any excavation material that needs disposing of that would add to the appeal of the coast. Construct an artificial surf reef. It would have the potential to develop good waves for surfing more regularly and would undoubtedly attract visitors year round to the local economy. Particularly out of the usual holiday season. One only has to look further North to Scarborough to see the level of visitors that regular surfing brings to an area.</p> <p>So, once again, my apologies for a very short feedback form with little detail.</p>
VL0587	<p>I live local to this area, very local, within a few metres of the sandilands proposed site. I am completely against these plans. Why should energy firms benefit from our area? How much of this €2b will our area see? Our Gov has cut off funding for the beach replenishment of this coast, which prevents flooding and covers the entire stretch of Mablethorpe to Huttoft car terrace, protecting 25000 people and thousands of acres of land. Why should this development dig up our beaches for profit? What money are they putting into the local pot?</p> <p>Our area within the past 2-6 years has had all funding cut off. All events for this year, gone. Public buildings were planned to be demolished. The old boat shed coastal centre IT learning building to be auctioned off due to building repairs. Our parks neglected without any upgrade for a decade. Our buses are being cut to 1/3 of what was available. Our only secondary school to be closed. Our tips are being downsized. Our street lights to be turned off. Police presence lowered. Our library on the brink of closure. Our gas terminals future uncertain and jobs to be lost. Our post office closed. Sports centre neglected.</p> <p>And now, big energy firms decide that our area is desolate enough to profit from? What will be brought to the table for us? No one side should benefit from destroying our beach and countryside whilst the people here are left fighting for survival from a Government that doesn't care.</p>
VL0583	<p>I attended the presentation at Anderby Village last week on the proposed landing site within our parish, and registered our deep concerns for the damage that might be done to our local infrastructure by the increase in heavy traffic, and over weight vehicles using our already fragile road system to access any of the proposed landing sites.</p> <p>One question I did not ask at the presentation was how the project might be affected should the result of the referendum on the Common Market be to leave Europe.</p> <p>Will there be any impact on the project should this happen, and have your team considered the implications of such a result?</p>

Converter Station Other Feedback

Table 12.2 details all of the Phase 1 Consultation Feedback received by other medium (for example, letter or email etc) in relation to the Converter Station.

Table 12.2 Phase 1 Consultation Feedback Converter Station comments received by other medium.

VL Ref	Feedback received for the Converter Station by other medium
VL0017-18 & 32-38	<p>I would like to voice my concerns over your proposed CS5 site for the Viking Link Converter at Swineshead. I feel this site would be highly inappropriate for the following reasons and feel you should consider the CS9 site as your referred option</p> <ol style="list-style-type: none"> 1. Swineshead is a lovely village with lots of history, a development such as this will spoil it visually forever. This project wouldn't be detrimental to the area surrounding the CS9 site. 2. This site could pose health issues in regards to noise and electrical radiation. For this reason it should be built as far from residential properties as possible, the CS9 site is the best option 3. This site will affect local wildlife. Badgers, foxes, hares and rabbits, hawks and owls. I understand that the cable route from CS5 to the Bicker substation would also disturb wooded area that are vital to local wildlife 4. The vegetables we buy from The Ivy's Farm Shop and Manor Farm shop are all grown in these fields as are vegetables for the major supermarkets. This land is vital to UK food production being listed as grade 1 agricultural, you can't get better land. If you build on this land it's lost forever 5. As the beautiful fenland is so flat and open the site will be visible for miles around. No matter how much screening or sympathetic building design you use you will not be able to make it fit into its surroundings
VL0043	<p>Dear Sir /Madam</p> <p>We are writing to express our absolute objection to the proposed construction of the Viking link HVDC CS at the Swineshead, Bicker and Donington sites. We have a number of reasons why we think this project is objectionable, we have for clarity detailed these below under their specific headings.</p> <p>Premature de-selection of other sites</p> <p>Reading through your "Non Technical Summary" we feel there are numerous flaws in how the initial selection process has been conducted. Furthermore it is clearly evident that decisions have been made for financial and technical reasons over and above the impact on people's lives. We have come to this conclusion for the following reasons:</p> <ul style="list-style-type: none"> • Site CS2 in the Donington Parish you state there is a high risk of flooding, in all our adult life we are not aware that this area has been at a greater risk of flooding than the 4 shortlisted locations of CS1, CS3, CS5 and CS9. We can only conclude there are other non disclosed reasons why these sites have not been shortlisted. • Site CS7 in Helpringham Parish, CS8 in Little Hale Parish and CS18 and CS19 in Great Hale Parish, you state in your "Non Technical summary" that they were not shortlisted as they would impact on a greater number of people. According to the Office of national statistics all of these areas have a smaller population than that of the Swineshead Parish, with Little Hale being 207, Great Hale 778 and Helpringham being 828. Swineshead Parish is listed as having a population of 2810 people according to the 2011 Census. • Sites CS7, CS8, CS15, CS16, CS18, and CS19 you state, require significant improvement works for limited accessibility and also require longer AC cable routes, clearly a financial consideration only. • Sites CS10, CS11, CS12, CS13, CS14 and CS21 were all "not shortlisted" as they had limited land available to further develop the site. Clearly the Viking link project is a phased project with plans for future expansion, any impact on the local community will therefore be increased in coming years. Obviously once the CS is constructed it would be more difficult to halt any further expansion plans. <p>Audible noise pollution</p> <p>There is a great deal of material on the internet about the audible noise pollution generated by these CSs. In fact Siemens a major manufacturer of this equipment go to great lengths on their website to explain the engineering involved to try and reduce, though not eliminate noise generated by their plant. What they do not address is the variation in noise levels as a direct result of increased loading on the converter. A paper published in 1989 by R.P.Kendig of Westinghouse of the USA state that the noise emitted can increase by a factor of 4 under heavy load conditions, it is logical to conclude that this effect will be seen even with modern designs.</p> <p>Obviously high loading will occur most likely during the winter months. You do not have to be a scientist to know that sound travels through cool dense winter air more effectively than warm light summer air. Having lived in Swineshead all our lives, we can contest that this is evident every year, in relation to the railway lines that run 2.7km to the north of my home. During winter on still nights the trains can be heard without difficulty over the noise of vehicles passing on the A17 to the west. All of your proposed sites fall within what we believe to be within audible range, with CS5 at 1km, CS9 at 3.9km, CS3 at 4.5km and CS1 at 6km from our home with the latter being only 3.8km from the residence at Bicker.</p> <p>Furthermore, during the winter we tend to get more westerly winds, it is then very reasonable to presume that any noise generated will in fact carry with the wind affecting the whole population of the village. We would therefore respectfully suggest that rather than dismissing the sites that were not shortlisted, you should expand your field of interest to areas of much lower density of population. Having scanned through Google</p>

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	<p>maps it is clear to see many such areas exist within a reasonable distance of the Bicker fen substation, areas such as Sempringham fen, Holland fen and the triangle that is outlined between Scrane end, Fosdyke and Holbeach St Matthews. Obviously this will have a financial impact on the project as outlined in your "Non Technical summary" but financial impact should not be a consideration when impacting on people's quality of life and amenity.</p> <p>Infrasound Effect Again it is possible to references various cases were this type of equipment can generate low frequency infrasound, though not yet fully understood there is compelling evidence that "Infrasound waves" travel through the ground over long distances and can resonate within buildings, this may have an impact on their occupants. The long term effects on people is unclear but studies in Japan, Tehran and the United Kingdom have shown that infrasound has an effect in the Vestibular system and can cause emotional and physiological changes within people including, Sea Sickness symptoms, sleep disruption, as well as changes to an individual's emotional state. Furthermore there are various references to the "Lack of moles and other subterranean animals" as well as the "Impact to bees and other pollinating insect" on or around such sites, clearly some yet to be understood side effect is driving these creatures away. Many years ago asbestos was considered a wonder product, with children even playing in it near the factories that produced it. Today we all know the dangers of asbestos with strict controls now in place for its removal and disposal, is infrasound this generation's asbestos?</p> <p>Electromagnetic noise interference Everybody who has endured a thunder storm knows the effect a lighting strike has on modern electronic devices. At school we learnt that any electrical arc, especially those produced by high voltage switching equipment connected to long electrical cable would give off radio static. This static could and does have an impact on receivers such as TV, s Radios (AM) and other communication devices. Though we accept these arcs would not be common place in the summer months, there is an increased possibility of their occurrence during wet and foggy periods. Why should we as part of a community be expected to live with this constant intrusion to our lives?</p> <p>Ozone generation and the potential health concerns A presentation titled "Environmental and Interface Effects of HVDC converters and lines" given by Dr Ram Adapa, a fellow of the IEEE given in July 2014 clearly identify various areas of interest with this kind of equipment, these include:</p> <ul style="list-style-type: none"> • Electric Fields • Magnetic Fields • Power loss from Corona • Audible noise • Radio and TV interference • Ozone production <p>It is the last item where we have serious concerns. Air pollution caused by ground level ozone generation is a growing problem both globally and within Europe. We know enough about electricity to understand that during wet and foggy periods the electrical insulators used to secure the high voltage cables can fizz as the electricity tracks or arcs to earth. This arc or corona discharge is a contributor to the generation of ground level O3 or Ozone. According to a Royal Society report 15/08, ground level ozone remains one of the most pervasive of the global air pollutants, with impacts on human health, food production and the environment. According to the Connecticut Department of Public Health (CT DPH) in the United States "Ozone is a gas that can cause health problems, including respiratory tract irritation, breathing difficulty, asthma exacerbation, and chest pain". We accept that Ozone does have its uses for water treatment, but uncontrolled in the atmosphere it is a toxic gas that is regarded as more toxic than chlorine, a constituent of mustard gas. The siting of any high power system that generates ozone close to any population cluster will no doubt have an impact upon that population. Again using our local knowledge we know we get a high number of westerly winds in the spring and autumn months. Though not an issue when strong, these can often be gentle breezes which will only drive any ozone into the village, a serious issue when there is sufficient sunlight to allow this to react to the combustion gasses from all the vehicles using the A17. Again we ask a similar question, will Ozone be this generation's asbestos?</p> <p>The removal of prime arable land Lincolnshire as you know is one of the major food producing areas of the country, as our population increases this land will be key to our ability to feed ourselves. Our carbon footprint for importing food continues to increase; removing 116 acres of prim arable land is clearly not the right or logical thing to do irrespective of our power needs, especially if we hope to feed ourselves and our children in the future.</p> <p>Visual impact and the effect on our amenity As we have previously stated, we have lived in Swineshead for all of our lives, we have had the pleasure of growing up and living in a village where most of the changes have been sympathetic to their surroundings. The village has little crime, has a good community feel and as a result has been a desirable place to live. As a result it has grown with new families moving into the area giving the village a vibrancy all of its own. The</p>

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	<p>construction of this site at any of the locations will have a detrimental effect on this process and the live of those people already living here. This building and its associated switch gear and filters will be a significant stain on a beautiful landscape that is rural Lincolnshire. People have complained about the wind turbines, at least these are majestic, and the same cannot be said for a 24 meter tall concrete box and the 100 plus acres of ugly switchgear. This is already affecting our lives in a very negative way, planning, constructing and thereafter the operation of it will only worsen this impact upon our quality of life and amenity.</p> <p>In summary It is for all the above reasons we respectfully suggest that the Viking link project is put on hold until a full impact analysis is undertaken for all the original selected sites (not just the 4 shortlisted). This impact analysis to include:</p> <ul style="list-style-type: none"> • Full disclosure of plant design as proposed to be constructed with explanation of any future expansion aspirations. • Disruption to the local population during the construction phase and to include noise, airborne pollution, damage to infrastructure, impact on the environment, insect and animals both native and migratory. • Modeling to show the impact of additional noise pollution in a 360 degree arc of any proposed plant that will encompass the nearest large local population both for summer and winter months, both for low and high loading scenarios and including modeling that takes into account wind direction. • Modeling to show the impact of additional noise pollution in a 360 degree arc of any proposed plant that will encompass the nearest large local population both for summer and winter months, both for low and high loading scenarios and including modeling that takes into account wind direction but to include any future expansion up to the maximum the substation can support. • Modeling to show the impact of the infrasound effect in a 360 degree arc of any proposed plant that will encompass the nearest large local population both for summer and winter months. • Modeling to show the impact of Ozone generation in a 360 degree arc of any proposed plant that will encompass the nearest large local population both for summer and winter months and including modeling that takes into account wind direction and moisture levels in the atmosphere. The inclusions of statistical data for additional anticipated deaths brought about by the atmospheric pollution needs to be included. • Further studies to be undertaken to identify additional locations other than those already chosen and rejected based solely on minimizing the impact on the people and environment.
<p>VL0057, 85, 96, 99, 102, 106, 110 & 535</p>	<p>I would like to voice my concerns over your proposed CS5 site for the Viking Link Converter at Swineshead. I feel this site would be highly inappropriate for the following reasons and feel you should consider the CS9 site as your referred option.</p> <ol style="list-style-type: none"> 1. The CS5 site is very close to the A17, a road officially classified as a Red Route. A site access road will only increase the risk of more accidents on a notoriously bad road. 2. The CS9 site already has an access road partially built that was used during the construction of the Bicker wind farm. You would only need to build a short road to connect to the CS9 site for access. 3. Having visited the proposed CS9 site I find that there are very few residential properties close to the site and the site offers far more screening already available to help hide the buildings. Added to this the site is already industrialised so your project will fit in far easier and impact on far fewer people. 4. The CS9 site would affect far fewer people during the construction and have much less impact on our environment once completed. The impact of CS5 doesn't bare thinking about
<p>VL0065 – 69, 86, 95, 98, 101, 104, 108, 111, 122- 180, 186- 300, 319- 392, 397- 410, 413- 485, 501-</p>	<p>Dear Sirs OBJECTION TO YOUR PROPOSED VIKING CONVERTER CS5 SITE</p> <p>I would like to voice my concerns and object to your proposal for the Viking Converter CS5 site at Bicker Fen in Lincolnshire as part of your open consultation running until the 20 May 2016. I feel very strongly this site would be highly inappropriate for the reasons stated below and ask that you consider the points raised and look for alternative sites that have less impact to my village and community.</p> <p>Impact on community</p> <p>Your CS5 proposed site is in immediate conflict with the village of Swineshead. The site will be impossible to conceal given its height and locality to the road and closeness to the village with a devastating and detrimental effect on village life and the amenity of all residents, including general well-being, unknown health risks, constant and unbearable noise levels as well as the financial impact on property prices during both the construction phase and life of the CS.</p> <p>The CS9 site alternatively would have less impact, as the whole area is remote with far less residential property close by. This area already benefits from some screening and is already industrialised.</p> <p>Your CS5 proposal will destroy a beautiful village that currently enjoys unspoilt views across wide reaching fenland and grade 1 agricultural land. Many residents have lived in the village for a considerable time, if not their whole lives with some running small successful businesses. It seems immoral given there are other acceptable locations therefore that you would consider locating your CS at the CS9 location</p> <p>Roads and access:</p> <p>Your proposed CS5 site is very close to the A17, a road already notoriously dangerous and officially classified as a red route. your proposed site access will only increase the risk to motorists and residents as well as increasing noise pollution from construction traffic and dust pollution during the building phase.</p> <p>The CS9 site however already has an existing access road as part of the construction of the Bicker Fen Wind farm, therefore, would need far less construction work to link the CS9 site to necessary access roads as well as taking both noise and dust pollution away from the built up residential area of Swineshead.</p>

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508, 515-534, 551-552, 554-555, 589	I would appreciate full and thorough consideration of the objections raised and a full explanation of how you will inform all residents of your responses.
VL0073	<p>I would like to voice my concerns over your proposed CS5 site for the Viking Link Converter at Swineshead. I feel this site would be highly inappropriate for the following reasons and feel you should consider the CS9 site or other alternative sites as your preferred choice.</p> <ol style="list-style-type: none"> 1. The CS5 site is very close to the A17, a road officially classified as a Red Route. A site access road will only increase the risk of more accidents on a notoriously dangerous road. 2. The CS9 site already has an access road partially built that was used during the construction of the Bicker wind farm. You would only need to build a short road to connect to the CS9 site for access. 3. The CS9 site very few residential properties close to the site. The site also offers far more screening already available to help hide the site. Added to this the site is already industrialised so your project will fit in far easier and impact on far fewer people. 4. The CS9 site would affect far fewer people during the construction and have much less impact on our environment once completed. The impact of CS5 doesn't bare thinking about. 5. The CS5 site is far too close to the vilage of Swineshead and other residential properties. The CS9 site is located well away from any residential properties and would be far better suited to this type of project. 6. The CS5 site is closer to the substation that you need to connect to and the site already has similar equipment and buildings so your project will fit in better rather than spoiling more of our beautiful land and valuable Fenland landscape. 7. Lots of local people and groups use the Park Lane/Mill Hill Lane circuit for exercise such as walking, running or dog walking. Your development will prevent this during the two year construction period and spoil it when completed. 8. The CS5 site will havea massive impact on our two pre schools, primary school and vulnerable members of our community during the construction period. 9. This land is grade 1 agricultural land making it the best farming land available. It is an extremely valuable asset for food production locally and for the nation as a whole. 10. No matter how much sound proofing, screening and sympathetic design you build into this project residents will still be able to hear and see the site from a great distance. This will spoil the public's amenity of the whole area as well as having the associated health issues with low frequency noise, vibration and electrical radiation.
VL0087, 488, 490	<p>I would like to voice my concerns over your proposed CS5 site for the Viking Link Converter at Swineshead. I feel this site would be highly inappropriate for the following reasons and feel you should consider the CS9 site or other alternative sites as your preferred choice.</p> <ol style="list-style-type: none"> 1. The CS5 site is very close to the A17, a road officially classified as a Red Route. A site access road will only increase the risk of more accidents on a notoriously bad road. 2. The CS9 site already has an access road partially built that was used during the construction of the Bicker wind farm. You would only need to build a short road to connect to the CS9 site for access. 3. Having visted the proposed CS9 site I find that there are very few residential properties close to the site and the site also offers far more screening already available to help hide the buildings. Added to this the site is already industrialised so your project will fit in far easier and impact on far fewer people. 4. The CS9 site would affect far fewer people during the construction and have much less impact on our environment once completed. The impact of CS5 doesn't bare thinking about. 5. The CS5 site is far too close to the village of Swineshead. The CS9 site is located well away from any residential properties and would be far better suited to this type of project. 6. The CS5 site is closer to the substation that you need to connect to and the site already has similar equipment and buildings so your project will fit in better rather than spoiling more of our beautiful land and valuable Fenland landscape. 7. Lots of local people use the Park Lane/Mill Hill Lane circuit for exercise such as walking, running or dog walking. Your development will prevent this during the two year construction period and spoil it when completed. 8. This site will be a massive blot on our landscape. No matter how much screening you put around it you will not be able to 'hide' it. 9. This land is grade 1 agricultural land making it the best farming land available. It is an extremely valuable assets for food production locally and for the nation as a whole.
VL0093	<p>Dear Sir/Madam,</p> <p>I am writing to voice my objection to the potential Viking Link CS development site at Swineshead (CS5). I live in Swineshead and like many within the village I have serious concerns relating to CS5 and the impact the development would have on individual residence, families and the community as a whole.</p> <p>The 'Converter Sites Exhibition Panels' document high level assessment of the 4 potential sites focuses on a number of areas to describe the suitability of a site (Land, Access, Cabling, Noise Geology, Hydrology,</p>

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	<p>Agriculture, Landscape and Visual, Ecology and Heritage). However, two of these have more significance than the rest. "Noise" and "Landscape & Visual impact" are the main factors that residences will consider as it is these two areas that impact them the most.</p> <p>The document also shows little concern to the number of people affected by each proposed site. When it comes to noise (low frequency background sound or "Humming") and Landscape & Visual impact I do not believe enough emphasis during assessment has been placed on the residential settlement size a potential site could impact. The CS site and building are going to be "colossal" in size and produce low-frequency, tonal noise. More importance should be giving to number of people each site effects when making a decision. Essential a site close to 10 residential houses has significantly less impact than a site close to 500 homes. I appreciate that clever architecture design can help reduce visual impact but Lincolnshire is predominantly flat so little can be done to hide such an industrial looking building from an individual's immediate view of the countryside.</p> <p>When looking at the 4 potential sites there is really no comparison between the Swineshead site and the other 3 Bicker Fen sites. All the Bicker Fen sites have very few or zero residence within a 500 metre distance as the areas of land are far more remote than CS5. The level of seclusion at the Bicker Fen sites inevitably lends itself to a lesser audible and visual impact on local residence. Furthermore, the numbers of those possibly effected will by considerable lower than those at Swineshead where the majority of residence are within 1KM of the CS5 site.</p> <p>The Swineshead site would not effect a few within the village it would have a negative impact on all. Aside from the audible and visual issues the CS would radically diminish the amenity within the community and would have a devastating impact on village life.</p> <p>Please see my other comments below:</p> <ul style="list-style-type: none"> · The A17 is a fast and dangerous road (officially classified as a RED ROUTE). Site access to this road will only increase the risk of more accidents and degrade the existing road safety level. All 3 Bicker Fen sites have options to improve the existing roads or construct new. These measures will minimise the CS's effect on existing road infrastructure so not to erode the road safety levels found in Lincolnshire. · The site would occupy very open flat land with no existing trees to help screen the site and would stand out of the landscape no matter how much screening was planted. At Bicker sites the station would be deeper into the fen leading to less impact on the surround environment. There is also no real distance/expanse between the site and the Swineshead village to position trees etc. Additionally, the Bicker Fen (CS9) site has lots of existing trees and hedges and is already an "industrialised" site. · The Park Lane & Mill Hill Lane circuit is well used for people exercising, whether it be walking, cycling, running or just dog walking. This would not be possible during the 3 year construction and probably would not be desirable after completion. The Bicker Fen sites are remote and will not affect these sorts of activities. · The site is grade 1 ("excellent") agricultural land vital for the production of food. The Bicker Fen site soil is of a lesser quality and therefore would not be as much of a loss. · The site will emit a constant humming or buzzing noise. Even after insulation you will still be able to hear it. No one will hear it at a Bicker Fen site. · The CS5 site is in close proximity to 11 listed buildings and 2 scheduled monuments. The site touches 3 of the 200m boundaries. The site at Bicker Fen does not. It is in close proximity to a large residential area (Swineshead) the site at Bicker Fen is not. · The site is a considerable distance from the Bicker Fen substation that it has to connect to. The CS9 site is right next to the substation. · If this site gets planning there is more chance in the future that it could be expanded or that other industrial projects could get approval as there is existing industrialisation. · This site would be environmentally bad for Swineshead ecologically, visually and audibly. It would not make a lot of difference on the Bicker Fen (CS9) site as it is sparsely populated and has similar equipment onsite already. · People visit Lincolnshire for the pleasant countryside, dog walking, farm/coffee shops, and public footpaths and the site would be a advert on a major East West route (A17) for reasons not to visit Lincolnshire as it undermines all the above. · Any work undertaken on the A17 will result in a diversion through the Swineshead village. The main route through the village passes 2 pre schools and the main route for school children to walk to the village school. Any increase in traffic will increase chances of an accident involving the young and vulnerable. <p>To summarise; my family and I live approximately 500 metres from the proposed CS5 site and feel such a development would have a huge impact on the village community. The dwellings within the village are typically spread along the main road within the village (Station Road/ High Street) which runs on an axis of South East to North West. This mean a large proportion of the village are close to the proposed site on the West side. Frankly speaking; it will be a noisy eye sore and should never be situated so close to an entire village settlement. Such a scar on the landscape will not just effect the amenity for the people in the village; it will have detrimental effect on local businesses and Lincolnshire tourism.</p>
VL0094	<p>I am writing to voice my objection to the potential Viking Link CS development site at Swineshead (CS5). I live in Swineshead and like many within the village I have serious concerns relating to CS5 and the impact the development would have on individual residence, families and the community as a whole.</p> <p>The 'Converter Sites Exhibition Panels' document high level assessment of the 4 potential sites focuses on a number of areas to describe the suitability of a site (Land, Access, Cabling, Noise Geology, Hydrology, Agriculture, Landscape and Visual, Ecology and Heritage). However, two of these have more significance than the rest. "Noise" and "Landscape & Visual impact" are the main factors that residences will consider as it is these two areas that impact them the most.</p> <p>The document also shows little concern to the number of people affected by each proposed site. When it comes to noise (low frequency background sound or "Humming") and Landscape & Visual impact I do not believe enough emphasis during assessment has been placed on the residential settlement size a potential site could impact. The CS site and building are going to be "colossal" in size and produce low-frequency,</p>

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	<p>tonal noise. More importance should be giving to number of people each site effects when making a decision. Essential a site close to 10 residential houses has significantly less impact than a site close to 500 homes. I appreciate that clever architecture design can help reduce visual impact but Lincolnshire is predominantly flat so little can be done to hide such an industrial looking building from an individual's immediate view of the countryside.</p> <p>When looking at the 4 potential sites there is really no comparison between the Swineshead site and the other 3 Bicker Fen sites. All the Bicker Fen sites have very few or zero residence within a 500 metre distance as the areas of land are far more remote than CS5. The level of seclusion at the Bicker Fen sites inevitably lends itself to a lesser audible and visual impact on local residence. Furthermore, the numbers of those possibly effected will be considerably lower than those at Swineshead where the majority of residence are within 1KM of the CS5 site.</p> <p>The Swineshead site would not effect a few within the village it would have a negative impact on all. Aside from the audible and visual issues the CS would radically diminish the amenity within the community and would have a devastating impact on village life.</p> <p>Please see my other comments below:</p> <ul style="list-style-type: none"> · The A17 is a fast and dangerous road (officially classified as a RED ROUTE). Site access to this road will only increase the risk of more accidents and degrade the existing road safety level. All 3 Bicker Fen sites have options to improve the existing roads or construct new. 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The Bicker Fen sites are remote and will not affect these sorts of activities. · The site is grade 1 ("excellent") agricultural land vital for the production of food. The Bicker Fen site soil is of a lesser quality and therefore would not be as much of a loss. · The site will emit a constant humming or buzzing noise. Even after insulation you will still be able to hear it. No one will hear it at a Bicker Fen site. · The CS5 site is in close proximity to 11 listed buildings and 2 scheduled monuments. The site touches 3 of the 200m boundaries. The site at Bicker Fen does not. It is in close proximity to a large residential area (Swineshead) the site at Bicker Fen is not. · The site is a considerable distance from the Biker Fen substation that it has to connect to. The CS9 site is right next to the substation. · If this site gets planning there is more chance in the future that it could be expanded or that other industrial projects could get approval as there is existing industrialisation. · This site would be environmentally bad for Swineshead ecologically, visually and audibly. It would not make a lot of difference on the Bicker Fen (CS9) site as it is sparsely populated and has similar equipment onsite already. · People visit Lincolnshire for the pleasant countryside, dog walking, farm/coffee shops, and public footpaths and the site would be a advert on a major East West route (A17) for reasons not to visit Lincolnshire as it undermines all the above. · Any work undertaken on the A17 will result in a diversion through the Swineshead village. The main route through the village passes 2 pre schools and the main route for school children to walk to the village school. Any increase in traffic will increase chances of an accident involving the young and vulnerable. <p>To summarise; my family and I live approximately 500 metres from the proposed CS5 site and feel such a development would have a huge impact on the village community. The dwellings within the village are typically spread along the main road within the village (Station Road/ High Street) which runs on an axis of South East to North West. This mean a large proportion of the village are close to the proposed site on the West side. Frankly speaking; it will be a noisy eye sore and should never be situated so close to an entire village settlement. Such a scar on the landscape will not just effect the amenity for the people in the village; it will have detrimental effect on local businesses and Lincolnshire tourism.</p>
<p>VL0097, 100, 103, 107, 109, 303, 304, 393 & 536</p>	<p>I would like to voice my concerns over your proposed CS5 site for the Viking Link Converter at Swineshead.</p> <p>I feel this site would be highly inappropriate for the following reasons and feel you should consider the CS9 site or other alternative sites as your preferred option.</p> <ol style="list-style-type: none"> 1. The CS5 site is far too close to the Village of Swineshead. The CS9 site is located well away from the village of Bicker and would be far better suited to this type of project. 2. The CS9 site is closer to the substation that you need to connect to and the site already has similar equipment and buildings so your project will fit in better rather than spoiling more of our Fenland landscape. 3. Lots of local people use the Park Lane/Mill Hill Lane circuit for exercise such as walking, running or dog walking. Your development will prevent this during the construction and spoil it when completed. 4. This site will be a massive blot on the landscape. No matter how much screening you put around it you will not be able to "hide" it. 5. This land is grade 1 agricultural land making it the best farming land available. It is an extremely valuable asset to the food production of the nation.
<p>VL0105</p>	<p>Dear Sir or Madam,</p>

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	<p>I totally object to you building a converter site at CS5, my reasons are detailed below.</p> <p>The village of Swineshead is a historic village that can be traced to 675 AD, there are plenty of medieval sites around the village and we have strong links with King John himself, Swineshead Abbey and the much photographed Stump cross at the end of Stump Cross Lane. The building would overlook Swineshead's St Mary's Parish Church in the conservation area hence reduce the amount of visitors to our historic village.</p> <p>This area is an agricultural area with high quality growing land that needs to be kept for the purpose of growing top quality food, there are many agricultural vehicles on our roads, roads that are frequently stood with traffic unable to cope with the vast numbers, to increase the amount of traffic on the local roads would cause major problems to residents, through traffic and hauliers that already have to endure delays. Of course with the amount of traffic comes an ever increasing amount of accidents and loss of lives.</p> <p>Earlier this year there was some piling work done at Bicker Barr and the whole of the village heard and felt this work going I presume it was de to the clay below our village. So large scale development and continuous noise and vibration would ruin the way we are able to live.</p> <p>The properties at the end of the village near site CS5 are mainly bungalows so any large building would look out of place in the rural landscape.</p> <p>This development would be nothing more than detrimental to the health and the well being of the people of Swineshead.</p>
VL0115	<p>1.5.2016</p> <p>Dear Viking Link (Swineshead resident)</p> <p>Some printed facts enclosed, printed for a public meeting held for residents in Swineshead and around of which no doubt, you will understand the significance in the Lincolnshire environment of flat land, which you will ruin.</p> <p>This area is not suitable at all plus graded prime agricultural land for food. Irreplaceable once destroyed.</p> <p>360 degree panoramic views of Lincolnshire unspoilt fenland and environment huge hideous construction would ruin this landscape forever.</p> <p>Location at Swineshead is a populated area, inclusive of pre-school children close by. A large population.</p> <p>Land already highlighted for possible future housing (Swineshead).</p> <p>Agricultural employment affected.</p> <p>Noise not wanted at all.</p> <p>Vibration to surrounding area not wanted.</p> <p>Unknown effect of the food grown here, Lincolnshire excellent produce. Fears of all elements of construction pollution not wanted at all.</p> <p>Prevailing winds will carry the above on this open environment.</p> <p>Unknown future health issues re. all construction and running</p> <p>Roads, including A17, not suitable for amount of traffic involved in his construction (causing Lincs CC expense)</p> <p>Chaos on the A17, enough traffic already, without you.</p> <p>Try constructing on unpopulated, worthless land which would have no effect to established areas of worth or people or environment.</p> <p>If indeed this is the way forward - try keeping the height down with your technology.</p> <p>Swineshead, Bicker and Donington are neighbouring villages in all ways. This will affect public relations, that have been held for hundreds of years. We are affectionate to our neighbouring villages, we live together.</p> <p>DO NOT PICK ON ANY OF THEM</p> <p>Viking link proposal CS5 facts</p> <ol style="list-style-type: none"> 1) The area of the CS is 10.5 acre that is the size of size of 6 (six) Wembley Pitches or 13 (thirteen) times the area of the new tall Turners building at Bicker Bar 2) The total size of CS5 is 116 acres of 65 (sixty five) Wembley Pitches. Will Viking Link want to develop and enlarge in the future? 3) The proposed CS building is 24 metres (78ft) which is more than one and a half times the height of the new tall Turners building (Rickett's old yard) at 15.5 metres (50ft) or one and a half times the height of the Naive (53ft) at Swineshead St Marys Church. Boston's Pilgrim Hospital is 47 metres to the roof so the Viking building is more than half the height of that of the Pilgrim Hospital! 4) Construction work on the CS, the access road and all the associated works will cause dust. Further dust will be caused by the traffic movements on site and it is this dust that will, on the prevailing winds, engulf the village 5) Traffic movements to the site include the delivery of transformers each weighing 255 tons (that's 9000 four stone sacks of potatoes for each transformer). Viking Link intend keeping a spare transformer onsite to swap over in case of a breakdown and remove the other for repair. The swap over and repair may involve heavy vehicle movements in the future. 6) House prices are another consideration. Is a rural outlook more valuable than one looking at a Electricity CS. Will possible purchaser be put off by the view of the thought of living so close to a CS.

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VL0181	<p>Dear Sir / Madam</p> <p>Reference Public Consultation – Converter Site</p> <p>I attended both your Swineshead and Bicker presentations, was furnished with your questionnaire and left the presentation with what I now know to be very little of the information available to those affected by the proposals. On searching the Internet I was able to see that you produced a 311 page report entitled “UK Onshore Scheme Site Selection Report”. I duly requested a copy of this only to be told that it costs a great deal of money to print the report. I had to insist that a copy be found for my colleagues on the Parish Council as without full disclosure of the process how could they be expected to consult on the information. I was informed that there was a single spare copy available at the Borough Council Offices and this was duly made available to me. Obviously this 311 page document would take some reading by one person let alone others had they know of its existence. I am unaware if the councils of Bicker or Donington had a single copy made available to them. Numerous copies of this report should have been made available to all the differing parishes for residents wishing to view them. Not all households have access to the internet and many of the ageing residents do not even know how to use a computer. The Boston area has national recognition as containing a massive migrant community; copies of all information should have been made available in various languages.</p> <p>By not making information readily available you have excluded consultees in the following areas:</p> <p>Non English Speaking.</p> <p>Those without internet access, to include many elderly residents.</p> <p>Those without knowledge of the existence of the 311 page report.</p> <p>I therefore conclude that the whole consultation process can only be deemed to be flawed and will make representations elsewhere to this effect.</p> <p>That said I will go further.</p> <p>Your questionnaire seems to be designed with the intention of making the local community choose which of the four short listed sites eventually has the CS built on it, I feel is grossly unfair. The arguments for delisting some of the other converter sites are very weak in my opinion.</p> <p>CS8 Potential for disturbance for to a larger number of people – CS5 is next to Swineshead Village a settlement of 2000 people plus. Distance from Bicker Fen substation meaning longer AC cable route – CS5 is a relatively similar distance</p> <p>In all the material I have seen I have not seen any reference to the fact if Swineshead Bridge over the Forty Foot drain is capable of withstanding numerous 225 ton converters being transported over them. On a suitable lorry and trailer configuration this could easily be in excess of 300 tons, so depending upon the route of delivery sites south of the Forty Foot may have to be excluded.</p> <p>With regard to CS5.</p> <p>Swineshead Village is a primary village within the Borough of Boston and has been listed for 400 new houses according to the recently published “South East Lincolnshire Strategic Housing Land Availability Assessment “ (January 2016) Swineshead, unlike many of the other villages in the Borough, is effectively an island in that it is raised above sea level to approximately three metres. Housing policies are such that house building is encouraged by central government and Boston Borough is struggling to meet its five year supply. Developers are unwilling to build in many areas of the Borough as flood mitigation measures in new builds make many schemes uneconomical. In years to come dependency upon Swineshead to fulfil addition housing requirements will be made and having a CS at CS5 will put off developers as there will be uncertainty over scheme viability and demand in close proximity to a CS at CS5.</p> <p>Issues such as construction noise, continuous running noise, dust during construction and subsequent health implications, visual amenity, et alia have I am sure been mentioned by scores of other concerned residents so I will not explore these further and only state my concern.</p> <p>I now move onto Agriculture. a primary employer within the region. The whole scheme raises several areas of concern all of which will need addressing and landowners compensating adequately as the whole viability of their business could be undermined. Small family businesses may have farmed their land for many generations and are reliant upon the income to sustain the whole family. If a field is compulsory purchased at market rate it is all well and good, but it cannot be replaced in the same village in the same area. What is on paper worth £Y to a surveyor can be worth £10xY because of its location to the farm.</p> <p>Land Drainage - This area is unique in that land owners pay drainage rates to local drainage boards to ensure water flows away from their fields. They do this via a network of ditches into which many miles of land drains run. When the cabling crosses these fields it will cut through the pipes rendering them useless. Engineers may say they can make good via whatever means, however, this is not the case. The soil in these fields has been settling for many hundreds of years and disturbance by installing cables and jointing of cables will upset the balance. Even in field where no drainage is present water has natural routes to reach the drains. No matter how an engineer may tell you that they will put the clay at the bottom of the trench, silt in the middle and finally the topsoil he will not be able to tell you that this soil is in the same compaction state as when it was first removed. In non-technical terms imagine making two snowballs one a soft traditional throwing one and one where you press it as firm as you can, now extend your index finger and try to press it into both, one it will enter the other it will not. Imagine that scenario with the soil and the water. After the laying of the cables the only way to ensure that drainage will occur until such time as natural drainage is achieved is by installing new land drainage into each and every field the cable crosses. Should fields not have this done they will become waterlogged in places, crop losses be experienced and in certain instances total crop losses. These losses can be expected to go on for many years, therefore, adequate compensation measures will need to be in place if land drainage is not replaced. Similar instances of this can be see where gas pipelines cross fields and soil has not recovered.</p>

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	<p>Dust Contamination – During construction and cabling, traffic movements, soil movements and general building construction will cause dust to become airborne. This dust can travel great distances on the wind as there are very few hedge rows in the Boston region. Many fields contain valuable crops such as Cauliflowers, Cabbages, Lettuces and should dust, origination from the Viking Route, settle on these crops they instantly become worthless. For some growers the compensation for these may be at wholesale prices, for others it may be at retail prices as they are sold as being home grown at their own retail shops and stalls.</p>
VL0183	<p>Site CS2</p> <p>Hi</p> <p>This is in addition to your feedback form as I believe you should be using the site CS2 which currently you have discounted. The reason is simple, the road infrastructure in our area poor to say the least and connectivity by road including congestion will indeed hamper the build and development of the site.</p> <p>By placing the CS by the railway line will give you immediate and speedy access to Europe provided you build into the project the following:</p> <ul style="list-style-type: none"> > A railway spur into the sidings for the CS at site CS2 > Purchase your own railway engine(s) and rolling stock for the transportation of goods > This will give you transportation direct access to the UK, UK ports and into Europe > All CS infrastructure including transformers can come by rail > Your road haulage costs would be significantly reduced > You will not have to contract lorry firms to transport your goods > The impact on the roads will be negligible including congestion > Further transportation of goods will be entirely under you control > As RWE did not think it was a good idea you can contract out your goods trains to them for delivery of their goods, hence recouping much of the money for the initial outlay > The impact on the environment is reduced coupled with little or no effect on village life > Plus you can advertise this is a Green project by using rail <p>I believe that by doing this you have set out a long approach to the project. The development and delivery of goods will be on time and local impacts will be reduced.</p> <p>The initial outlay may be more but the long term rewards could very attractive.</p>
VL0301	<p>Dear Sirs</p> <p><u>No to all sites</u> there are other sites on baren unpopulated areas. C55 <u>too</u> populated obviously. OBJECTION TO YOUR PROPOSED VIKING CONVERTER CS5 SITE + all sites on this fenland valuable land.</p> <p>Resident of 3 generations in the village.</p> <p>I would like to voice my concerns and object to your proposal for the Viking Converter CS5 site at Bicker Fen in Lincolnshire as part of your open consultation running until the 20 May 2016.</p> <p>I feel very strongly this site would be highly inappropriate for the reasons stated below and ask that you consider the points raised and look for alternative sites that have less impact to our village and community.</p> <p>Impact on community</p> <p>Your CS5 proposed site is in immediate conflict with the village of Swineshead. The site will be impossible to conceal given its height and locality to the road and closeness to the village with a devastating and detrimental effect on village life and the amenity of all residents, including general well-being, unknown health risks, constant and unbearable noise levels as well as the financial impact on property prices during both the construction phase and life of the CS.</p> <p>Your CS5 proposal will destroy a beautiful village that currently enjoys unspoilt views across wide reaching fenland and grade 1 agricultural land. Many residents have lived in the village for a considerable time, if not their whole lives with some running small successful businesses. It seems immoral given there are other acceptable locations on valueless land non populated areas, therefore that you would consider locating your CS at the CS5 location</p> <p>Roads and access:</p> <p>Your proposed CS5 site is very close to the A17, a road already notoriously dangerous and officially classified as a red route. your proposed site access will only increase the risk to motorists and residents as well as increasing noise pollution from construction traffic and dust pollution during the building phase.</p>

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	<p>The CS9 site however already has an existing access road as part of the construction of the Bicker Fen Wind farm, therefore, would need far less construction work to link the CS9 site to necessary access roads as well as taking both noise and dust pollution away from the built up residential area of Swineshead until a prevailing wind on this fenland.</p> <p>I would appreciate full and thorough consideration of the objections raised and a full explanation of how you will inform all residents of your responses via letter boxes to each property as was your initial information.</p>
VL0302	<p>I would like to voice my concerns over your proposed CS5 site for the Viking Link Converter at Swineshead. I feel this site would be highly inappropriate for the following reasons and feel you should consider CS9 site as your preferred option.</p> <ol style="list-style-type: none"> 1. Swineshead is a lovely village with lots of history, a development such as this will spoil it visually forever. This project wouldn't be detrimental to the area surrounding CS9 site. 2. This site could pose health issues in regards to noise and electrical radiation. For this reason it should be built as from residential properties as possible, the CS9 site is the best option. 3. This site will affect local wildlife. Badgers, foxes hares and rabbits, hawks and owls. I understand that the cable route from CS5 to the Bicker substation would also disturb wooded areas that are vital to local wildlife. 4. The vegetables we buy from The Ivy's Farm Shop and Manor Farm shop are all grown in these fields as are vegetables for the major supermarkets. This land is vital to UK food production being listed as grade 1 agricultural, you can't get better land. If you build on this land it's lost forever. 5. As the beautiful fenland is so flat and open this site will be visible from miles around. No matter how much screening or sympathetic building design you use you will not be able to make it fit into its surrounds.
VL0305	<p>Dear Sirs</p> <p><u>Proposed Viking Converter Site CS5</u></p> <p>We would like to register our objection to the proposal to develop site SC5 for the Viking Link CS.</p> <p>The impact on the community of Swineshead would be immense.</p> <p>If sites CS4, CS6 and CS10 were rejected partly on grounds of 'Potential for disturbance to larger number of people' then CS5 should also be rejected on the same grounds as the site would disturb an equal, in not greater, number of people. Under the South East Lincolnshire Local Plan, for the production of a new local plan for the area, there are plans for 400 new homes to be built in Swineshead by 2036.</p> <p>Given the proposed height, size and proximity to the A17 the site will dominate over the area and village. There would be no building on design or form of screening that would enable it to blend in.</p> <p>The proposed CS5 site is so close to the village and there has been no information given on potential long term noise pollution to be able to access its effect on the community, but any constant, be it high or low frequency noise is annoying and detrimental to health and welfare.</p> <p>During the construction stage of something of this magnitude the proximity to the village and prevailing winds mean that the community would be greatly affected by noise and other issues for some considerable time.</p> <p>During the construction stage the extra construction traffic on the A17 would add a considerable risk and distraction on a route already classified as a Red Route.</p> <p>We believe a site should be selected where the industrialisation of an agricultural area would have less impact.</p>
VL0493	<p>To: FREEPOST Viking LINK vikinglink@communityrelations.co.uk 16 May 2016 Dear Sir/Madam,</p> <p>VIKING LINK CONSULTATION RESPONSE</p> <p>This letter is our response to the consultation on the choice of CS to be built within 5km of Bicker Fen National Grid Substation. It has been sent by surface mail to FREEPOST VIKING LINK and by email to vikinglink@communityrelations.co.uk.</p> <p>Comments on the NGVL Site Selection Report</p> <p>1.3.2 Bicker Fen Substation was identified as the Connection Point to the National Electricity Transmission System (NETS) which would best achieve an appropriate balance between the technical, economic and environmental obligations applicable to both NGET and NGVL.</p> <p>We believe that the choice of onshore connection point should have been subject to public consultation. Why wasn't it?</p> <p>3.2.1 Potential sites which are taken forward to consultation are those which are considered to best balance impacts on the environment and on the local community impacts with technical and engineering feasibility.</p> <p>What weighting is given to each of these three criteria?</p> <p>Figure 3.2 Approach to CS Siting Assessment</p> <p>This chart is seriously misleading. The time between the Longlist Stakeholder Engagement in Bicker on 9th March 2016 and the public announcement of the Shortlist of potential sites, 5 steps in the flowchart, took a matter of 9 days (news item in Boston Standard on 18th March). It is difficult to believe that in such a short time proper consideration can have been given to community views in reaching the 4 shortlisted sites, and that they weren't known at the time of the Bicker event.</p>

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	<p>3.2.11 In addition to the CS footprint it is estimated that additional/and up to 2 ha {5 acres) would be required for the temporary construction facilities including a compound and laydown areas. Would this be returned to its former condition and owner after the need for it had passed?</p> <p>3.2.12 During construction site access will need to accommodate the delivery of transformers weighing approximately 225 tonnes each by large vehicles such as self-powered modular trailer (SPMT) or heavy-load low loaders which comprise Abnormal Indivisible Loads (ALLs). The unclassified roads of Bicker Fen and village are completely unsuitable for such vehicles and loads so must not be used. Can temporary haul roads accommodate them?</p> <p>3.2.15 The permanent and operational access to the CS will need to accommodate the movement of abnormal loads. In the event of transformer failure at the CS, a spare transformer held on site would be installed and the failed transformer would be transported to a contractor's factory for repair. At the 16th April consultation we were told, in response to a direct question, that funding for the removal and return to farmland of any haul roads that were constructed had been factored in to the proposals. If they were removed after construction was completed how a transformer needing repair would be extricated and returned? Is it the intention to use the unclassified local roads for this purpose?</p> <p>3.2.16 For the purpose of this assessment it has been assumed that abnormal loads would be able to negotiate the main road network, so only routes between the nearest main roads (All and A52) and the potential CS sites have been assessed. This is unclear. What is meant by "the main road network"? If it means the roads on and leading to Bicker Fen, all of these are unclassified roads and not "main" in any sense of the word. Further, if this does refer to the Fen roads, when and how were they assessed, and can we see the results of the assessment?</p> <p>3.2.18 Between the CS and Bicker Fen Substation six AC cables will be installed. These will be in two separate trenches containing three cables each. Cables could either be installed along one cable route or where constraints require, installation could be split between two routes (one for each cable trench). For the purpose of this assessment a typical working width of between 15m and 35m, depending on the number of trenches, has been assumed. What constraints, if any, will be placed on farming the reinstated land above the cables? How deep will the cables be?</p> <p>3.4.17 CS1 is located to the south of the existing Bicker Fen Wind Farm, existing Bicker Fen Substation and the proposed Triton Knoll Substation. As a result there is the potential to create the perception of the spread of industrial-type development in the local landscape. Is this statement intended to be positive or negative in terms of site selection? It isn't clear. The Non-Technical Summary (4.4 p.16) states Proximity to existing development in area allows for better landscape 'fit'. That is clear, though more contentious than the authors appear to realise. In fact, this statement is used in support of CS1, CS3 and CS9 and demonstrates a flawed understanding of the Fenland landscape in this part of Lincolnshire. The Fens do not have centres of "industrial-type development" of the kind that are alluded to in the Viking Link documents. What they do have is locations where groups of large, often steel-clad buildings are clustered for assorted reasons. They may be hauliers' premises, pack-houses, distribution centres, food-processing plants, stores holding grain, potatoes, onions etc. or particularly large farms that have grown due to consolidation in arable agriculture. All are based on agriculture, and they are, by and large, distributed as points across the local landscape with farmland between. The scattering of such sites is the norm. The deliberate creation of a few very large sites is not. This has the benefit of distributing employment, traffic and large buildings. It also distributes the effect of these premises, fairly, across many communities, rather than them being inflicted on a few. The present Bicker Fen substation site does not appear from any distant point as an "industrial-type development". None of the buildings are so high that they cannot be, or are not, screened to an effective extent by planting. The proximity of the wind farm to the substation is not apparent from all points of the compass, and wind farms (and pylons) are sufficiently common in England to now be seen as rural, not industrial features. The proposed CS will, if constructed next to the substation, actually create, in a way that is not evident today, the appearance of an industrial-style development at this location because its size and character will draw the eye in a way that the substation does not. It would be a text-book example of visual "cumulative effect" of the type that planning guidance is designed to prevent. Viking Link has no mandate, permission or authority to deliberately create an industrial-style development on Bicker Fen. The local community and its representatives are the people to make decisions of that sort. A proper understanding of this locality would conclude that the location of the CS in isolation from other developments is not uncharacteristic of the landscape, should not be discounted in the way that it is in these documents, and can in fact be seen as in keeping with the area. Consequently we would like to see a full and proper reconsideration of the 21 sites taking what is written above into account.</p> <p>3.4.58 Available survey data indicates that no species of concern (wildfowl and waders, particularly those which are features of the SPAs in the region) have been identified at CS3. During the past nine years the following SPA species have been regularly noted at CS3 and CS9. (The list excludes species seen on the South Forty Foot and its waterside banks.) Little Egret (non-breeding), Marsh Harrier, Golden Plover (non-breeding), lapwing (non-breeding), Snipe (CS9 only) non-breeding (assumed), Curlew (non-breeding)</p> <p>4.1.1 There will be two phases of consultation as part of the Viking Link pre-application process. This follows early engagement- discussions with a wide range of statutory stakeholders, local authorities, parish and town councils and local residents. There has not been early engagement. It is my understanding that BBC had questions that could not be answered at both an early and a relatively recent stage. Also see comment above on Figure 3.2</p> <p>4.1.2 During the first phase of consultation NGVL will consult on the shortlisted site options for a landfall (see Figure 4.1) and CS (see Figure 4.2). The consultation feedback will help us to identify preferred landfall and CS sites. Phase one consultation will take place from Monday 11 April to Friday 20 May (inclusive). The consultation period is widely held to be far too short and does not give sufficient time to study the available documents, consider them, and make a full response.</p> <p>Further Comments</p>

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	<p>No consideration has been given by NGVL to the cumulative effect of construction disruption to the parish of Bicker. The construction of the National Grid Substation and the 13 turbine wind farm took approximately four years during which time there were approximately 355,000 associated vehicle movements counted on Cowbridge Road. The was 5 -6 times the total anticipated by the promoters of this infrastructure. They caused damage to roads, verges and properties, broke utilities under the roads, created intolerable noise, dust and mud, made it difficult for farmers to exit their premises and operate efficiently, and the whole project was managed from many miles away with no authoritative representative on site to deal immediately and effectively with problems. An unacceptable number of construction vehicles circumvented the traffic management plan and used roads in the village. The Archer system used to monitor traffic found a high proportion of construction vehicles exceeded the speed limit. In coming years there will be further traffic generated by work on the extension of the National Grid and Western Power Distribution sections of the existing substation to allow connections from Triton Knoll, East Heckington Wind Farm, Spalding Power Station and the Viking Link. There will be further disruption from the Triton Knoll building and the construction of the overhead lines to the power station from the East Heckington wind farm. All of the above "has" to take place in the vicinity of the substation and Bicker "has" to accept this. However, the Viking Link CS does not have to be located on Bicker Fen, it has to be within 5km. We feel that in order to minimise the cumulative effect of construction disruption in the form of events of the kind listed above it should not be built there and one of the sites surveyed elsewhere should be used. Furthermore we feel that to group more energy infrastructure in Bicker parish is inequitable, unjust, unfair- call it what you will. No strategic decision has been made that this rural parish should be the focal point for all this infrastructure: it is happening in a piecemeal and uncontrolled manner, with each company pursuing its own individual agenda with little thought for the big picture; it ignores the principles of good planning; and it places an unfair burden on one small community. On these grounds we feel that it is right to locate the CS in a different parish and share the burden. Since all communities benefit from the energy infrastructure it is right that more than one should host it.</p>
VL0511	<p>17 May 2016 Dear Sir /Madam VIKING LINK CS PROPOSED SITES CONSULTATION RESPONSE</p> <p>I am writing to express my objection to the proposed construction of the Viking Link HVDC CS at the Swineshead, Bicker and Donington sites. I have a number of reasons for objecting as follows.</p> <p>Premature de-selection of other sites</p> <p>Reading through your "Non Technical Summary" I feel there are numerous flaws in how the initial selection process has been conducted. Furthermore it is clearly evident that decisions have been made for financial and technical reasons over and above the impact on people's lives. I have come to this conclusion for the following reasons:</p> <ul style="list-style-type: none"> • Site CS2 in the Donington Parish you state there is a high risk of flooding, I am not aware that this area has been at a greater risk of flooding that the 4 shortlisted locations of CS1, CS3, CSS and CS9. I can only conclude there are other non disclosed reasons why these sites have not been shortlisted. • Site CS7 in Helpringham Parish, CS8 in Little Hale Parish and CS18 and CS19 in Great Hale Parish, you state in your "Non Technical summary" that they were not shortlisted as they would impact on a greater number of people. According to the Office of national statistics all of these areas have a smaller population than that of the Swineshead Parish, with Little Hale being 207, Great Hale 778 and Helpringham being 828. Swineshead Parish is listed as having a population of 2810 people according to the 2011 Census. • Sites CS7, CS8, CS15, CS16, CS18, and CS19 you state, require significant improvement works for limited accessibility and also require longer AC cable routes, clearly a financial consideration only. • Sites CS10, CS11, CS12, CS13, CS14 and CS21 were all "not shortlisted" as they had limited land available to further develop the site. Clearly the Viking Link project is a phased project with plans for future expansion, any impact on the local community will therefore be increased in coming years. Obviously once the CS is constructed it would be more difficult to halt any further expansion plans. <p>Impact on Visual amenity, Residential amenity and Cumulative effect</p> <p>The proposed CSS site is in immediate conflict with the village of Swineshead. The emerging South East Lincolnshire local Plan is proposing an additional 400 dwellings many between the existing village envelope and the CSS site. The site will be impossible to conceal given its height, location close the road, and closeness to the village with a detrimental effect on village life and the amenity of residents including general well-being, unknown health risks, constant and unbearable noise levels both during the construction phase and life of the CS.</p> <p>The construction of this CS at any of the proposed locations will have a detrimental effect on the lives of those people already living here. This building and its associated switch gear and filters will be a significant stain on a beautiful landscape that is rural Lincolnshire. There is also an increasing detrimental cumulative effect on the area arising from multiple schemes coming forward in a piecemeal way.</p> <p>Impact on Grade 1 Listed Building</p> <p>The proposed CSS site because of its height and scale would have a detrimental effect on the setting of the Grade listed St Mary's Parish Church in Swineshead.</p> <p>Audible noise pollution</p> <p>There is a great deal of material on the internet about the audible noise pollution generated by these CSs. Mainly westerly prevailing winds will carry this noise more readily across the village. On still nights the trains on the railway line at Swineshead Bridge 2.7 miles away can be heard without difficulty over the noise of vehicles passing on the A17 to the west. All of your proposed sites fall within what I believe to be audible range.</p> <p>Furthermore, during the winter we tend to get more westerly winds, it is then very reasonable to presume that any noise generated will in fact carry with the wind affecting the whole population of the village. We would therefore respectfully suggest that rather than dismissing the sites that were not shortlisted, you should expand your field of interest to areas of much lower density of population. Obviously this will have a financial impact on the project as outlined in your "Non Technical summary" but financial impact should not be a consideration when impacting on people's quality of life and amenity.</p> <p>Infrasound Effect</p>

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	<p>It is possible to reference various cases where this type of equipment can generate low frequency infrasound, though not yet fully understood there is compelling evidence that "infrasound waves" travel through the ground over long distances and can resonate within buildings, this may have an impact on their occupants. The long term effects on people is unclear but studies in Japan, Tehran and the United Kingdom have shown that infrasound has an effect in the Vestibular system and can cause emotional and physiological changes within people including, Sea Sickness symptoms, sleep disruption, as well as changes to an individual's emotional state. Furthermore there are various references to the "lack of moles and other subterranean animals" as well as the "impact to bees and other pollinating insect" on or around such sites, clearly some yet to be understood side effect is driving these creatures away.</p> <p>Electromagnetic noise interference</p> <p>Everybody who has endured a thunder storm knows the effect a lightning strike has on modern electronic devices. Any electrical arc, especially those produced by high voltage switching equipment connected to long electrical cable would give off radio static. This static could and does have an impact on receivers such as TV, s Radios (AM) and other communication devices.</p> <p>The removal of prime arable land</p> <p>Lincolnshire as you know is one of the major food producing areas of the country, as our population increases this land will be key to our ability to feed ourselves. Our carbon footprint for importing food continues to increase; removing 116 acres of prime arable land is clearly not the right or logical thing to do irrespective of our power needs, especially if we hope to feed ourselves and our children in the future.</p> <p>In summary</p> <p>It is for all the above reasons I respectfully suggest that the Viking Link project is put on hold until a full impact analysis is undertaken for all the original selected sites (not just the 4 shortlisted).</p>
VL0538	<p>National Grid Viking Link Limited. To Whom this may concern, RE:- Response to Consultation</p> <p>The feedback contained in the this response is written in letter form since many of the response boxes are too small to respond to in the detail we wish and area we wish to comment on are not included in the Consultation Feedback Form.</p> <p>Firstly we wish to make a comment on how the responses are going to be considered. Bicker is a much smaller community than either Swineshead or Donington, the other two parishes identified as possible sites where a CS may be built. We hope that the number of responses will be looked at pro-rata, in relation to the size of the communities this project is likely to affect. Also, and very importantly, Bicker has 2 sites in consideration as opposed to 1 each at Swineshead and Donington. Straight away this puts Bicker at a disadvantage with 50% odds on a site being chosen at Bicker, as opposed to a 25% chance at both Swineshead and Donington. So, even before the information is analysed, the odds are heavily weighted against Bicker and is considered by many inhabitants as very unfair! Certainly NOT a level playing field.</p> <p>Secondly there has been a lack of information from National Grid as to why Bicker is the "most appropriate connection point." There has been no representation from National Grid at the public consultation events and this background information should have been available to residents in some detail. In light of future planned developments coming to Bicker before the proposed Viking link, the local community is very worried about how much more is to be catered for! Bicker already has a substation and we can see the argument for siting the CS at Bicker since we are the closest to the infrastructure needed. This seems to many residents, including ourselves, that the 4 sites were chosen due to their close proximity to Bicker Fen substation and was an economic rather than a suitability decision. The cumulative effect of choosing a site at Bicker will have a permanent, negative effect upon the environment and is very unfair. Bicker already has 13 wind turbines and a substation. We already have more than our fair share of industrial construction on what is rural, fenland and agricultural land. It looks highly likely that the Triton Knoll project will get the go ahead, as well as other connections in the pipeline, so we are saying enough is enough!</p> <p>Questions 1, 2, 3, 4, 5. Yes we are aware of the future demands of energy and the support green energy where possible. Indeed we ourselves have solar panels on our home to generate electricity and are proud to do our bit for the environment. This project, as indeed another in the pipeline, have been sold to the public as a way of using green energy. We fully support wind generating power but for us the crux of the arguments lies in the supporting construction that underpins this project. How can this be labelled green when the intention is to lay 760km of cabling under the sea plus another 50kms of cable underground from the coast inland to Bicker. Where is the logic, economic sense and the consideration of the environment in upsetting and damaging the fragile sea bed and causing upheaval along a swathe of land from the coast to so far inland? How can this be labelled green when thousands of tons of aggregate, concrete, steel etc will be needed to support and build such a HUGE structure on unstable fenland soil. We observed the colossal amounts of building material that went into the construction of the wind turbines and substation. On a personal note, we built our own bungalow in Bicker 13 years ago and following a soil analysis were recommended to build a concrete raft for the stability of our dwelling because of the running silt and high water table being so close to the surface! Multiply that by thousands of tons to achieve a stable base for the proposed CS and extended substation, plus the pollution and of deterioration of air quality caused by the haulage of such materials during construction years. Not very green and not an economic decision! In relation to construction traffic, the development will mean that for several years, during construction of the CS and the expansion of the current substation, Bicker Fen would become a No GO area for the residents. All those who now enjoy this peaceful, rural area for walking, cycling, horse riding and dog walking would no longer have a safe place to enjoy in the locality. It may be a good point here to add that National Grid's performance in managing construction movements left much to be desired and in no way do householder living down Bicker Fen need a repeat of the stressful events that they experienced during the construction of the substation and windfarm! Whatever the decision of any of the 4 shortlisted sites there will ultimately be negative impacts on their localities. To build such a Goliath structure in a flat, fenland environment is to totally disregard the natural characteristics of the locality. If built at one of the Bicker sites, even more top grade agricultural land will be taken out of the food production cycle for EVER. No amount of screening will hide such a massive building in height and length, which will be seen for miles and miles and we are not convinced that any planned structure styles will make the building any less conspicuous!</p> <p>Questions 6, 7, 8, 9, 10, 11, 12, 13, 14 the communities of Donginton, Swineshead and Bicker enjoy a history of close relations due to their shared local similarities, plus the fact that each parish belongs to a shared cluster of church member overseen by the same clergy. It is not pleasant being asked to comment on such a divisive project. Emotions are running high in all three villages and has affected the cohesive relationships</p>

Table 12.2 Phase 1 Consultation Feedback Converter Station comments received by other medium.

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	<p>between some relationships and social groups. No-one want the CS on their patch. We personally do not think that it should be inland or connect to Bicker! Obviously having lived in Bicker for the past 13 years, we know our local roads and countryside far better than those of Donington and Swineshead. By comparing your statistics, without close local knowledge, it would just be an irrelevant paper exercise in commenting on options CS1 and CS5. We have made it clear that we do not want this construction to go ahead. here are our points from a local perspective:-</p> <p>These are the reasons we feel that both sites at Bicker should not be chosen for the CS.</p> <ul style="list-style-type: none"> > Nowhere in this consultation has it been taken into consideration the upheaval, negative and cumulative effect planned projects such as Triton Knoll, Heckington Wind Turbines and Viking Link will have on the locality of Bicker Fen. So much industrial construction in a rural landscape is not acceptable. > Loss of more prime agricultural land for EVER! > Quality of life impaired by residents during construction. Access to the fen will be limited if not prohibited due to sheer volume of haulage and other supporting construction traffic. > Quality of day to day life of residents living on route to the substation and converter sites affected, causing stress and illness. > Damage to farmland from the coast and inland to Bicker. Although planners state this will be temporary this may be the second trench dug underground. No one seems to be able to say what effect disturbance of large areas of soil will have upon wildlife, the growth of subsequent crops, or damage to farm implements in later years. > Damage to underwater habitats from Denmark to the landfall site on the coast. > Disturbance to wildlife down Bicker Fen. This area only just recovered after last construction work. This area is rich in birds life with lots of native plants and animal habitats, which are enjoyed, respected and treasured by residents. > Concern over the noise a CS will generate. No answers have been given as to how far the noise will travel or what effect it will have on people and wildlife? > Concern over any health issues arising from the concentration of electrical equipment. No one has been able to say if studies had been done in similar concentrations run by National Grid. > Negative visual impact for miles around the construction of such a HUGE building. These industrial building are totally out of character in this rural setting! > Whatever the design of the CS the size means that it will be seen miles away. No amount of planting will screen it totally. <p>Questions 18, 19, 20, 21.</p> <p>It was disturbing to discover, on talking to other residents who attended the consultation event, that representatives were giving out mixed messages and that administration of basic things had not been considered.</p> <ol style="list-style-type: none"> 1. No clear vision of haulage strategies was evident. Road link information given included upgrading existing roads [not a viable option on the existing fen roads without destroying the character of the area and creating a situation whereby residents on route to the construction site would again have their lives intolerably disturbed by haulage traffic], building a new access road link from the A17. Suggestion of using Triton Knoll road, if it came about, was rejected by a representative even though it may be a logical, viable option. There were also varied answers in regards to working hours/days for construction hauliers and sub-contractors. None one recognised the importance of regulating construction movements. 2. No one seemed to know the exact depth of the trench for the underground cable. Residents were told shortest depth possible, will go deeper if required. This does not give much confidence since we know that the water table is high so depth cannot be great but needs to be deep enough for tractors to be able to plough. Is the optimum depth possible judging on these factors? We are not convinced! 3. Even though you state in your information that 24 hour access is required at the CS when up and running no consideration has yet been given to day to day management of haulage traffic, security, or 24 hour contact for addressing resident's concerns. In the light of past history this lack of thought or information to residents towards arrangements are those giving rise to so much anxiety. <p>Finally we would add that Bicker Parish experienced some great depth of upheaval with the building of 13 wind turbines and substation now at bicker Fen. Current proposals for more infrastructures are being considered as well as the Viking Link proposals. Bicker already has its fair share of this type of development and residents are frustrated because they can see no end to it! We would ask you take into consideration all the points we have raised and plead with you to share the burden with another different community in this planning process.</p>
VL0565	<p>I am interested in more information about the proposed sites for the new station. Which area is the most likely site for it to be placed? Why is the site at swineshead so much bigger than the others? The site at swineshead is close to a populated area, what is being done to reduce the visibility of the station?</p>
VL0566	<p>I went to your consulting meeting which you held at Swineshead village this evening (14th April,2016). I was appalled to find that you had no audio equipment for the visual impaired. All your information was on big signs, which is fine if you were able to read them.</p> <p>I do hope that in future meetings you do not discriminate against the disabled.</p>
VL0567	<p>I am writing on as a Director and on behalf of Lincolnshire 4x4 Response.</p> <p>We are a charitable company that offers assistance principally to category 1 and 2 responders, and also to a number of charities. We provide vehicles and their drivers trained in off road driving with a view to help Lincolnshire Communities at times of need. This may be in extremes of weather or in emergency situations and may involve movement of personnel, equipment and supplies, or evacuation of personnel or members</p>

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	<p>of the public.</p> <p>In order for us to continue supporting our volunteers (we have no salaried members), we rely on donations and fundraising.</p> <p>Your proposals within the Viking Link Project invite feedback and consultation from the Communities we serve. As such it may well be that we would be in a position to support you in the future should the need arise. It has also been suggested to me that you are looking to support Community Projects within the area of development.</p> <p>I would therefore be very grateful for your consideration with a view to support our service. We are constantly looking to review what we offer with improvements or extensions to our volunteer training, and improvements to our equipment much of which is still paid for by ourselves from personal finances.</p> <p>Any help you could give us would be very gratefully received.</p>
VL0568	<p>Would you please send me a typical plan view of the proposed Bicker Fen CS. Some montages of typical sites are going around Swineshead showing lots of bays and several overhead line take offs which I do not think would apply to Bicker Fen. These montages are open busbar systems. Can you confirm that GIS switchgear and systems are to be used? I think that public opinion should be based on fact, not scaremongering.</p>
VL0569	<p>Please could someone explain why this site is dictated by the 5 kilometre radius specifically, whether it be technical or indeed electrical specifications etc</p>
VL0570	<p>Hello</p> <p>I did send an e-mail yesterday, for which I as yet have failed to receive an acknowledgment or a reply, so I thought I would try again.....</p> <p>I asked for someone to explain the relevance of the CS being sited within 5 kilometres from the Bicker Fen station please, whether it be technical or indeed electrical calculations etc?</p> <p>Why specifically 5 kilometres not 8 or 10</p> <p>Hopefully I will get a reply this time?</p>
VL0571	<p>I would like someone to “define exactly” your comment “five kilometres is the limit for the smallest suitable CS, any further would require....” WHY? If it was further it would require a bigger nation...WHY? Does the power drop off the longer the distance/profitability???</p> <p>Answer the question please</p>
VL0572	<p>The sites picked for the CSs makes no sense, you are deliberately setting out to ruin local spots that are frequented by visitors on holiday. The road infrastructure will not sustain heavy vehicles up and down and we like it the way it is. Why don't you site it at the mouth of the Haven or the mouth of the Welland both are a shorter distance to Bicker Fen bypassing Kirton and where the roads are capable of sustaining heavy vehicles.</p> <p>To ruin local beauty spots such as the Sandilands golf course, Huttoft and Anderby Creak is plain stupidity. We already have to look at to many wind turbines in the sea.</p>
VL0573	<p>Just want to know when shortlisting for sites who was actually spoken to within Swineshead village please? I read on your information that in March, parish council and some locals were asked for their opinions. We have an action group set up now and no one has mentioned knowing anything about it until the consultation process and the site next to Swineshead already seriously being considered. Please could you reply as soon as possible.</p>
VL0574	<p>I sent an email regarding the CS5 site near Swineshead and have not received a reply yet. The closing date for consultation is fast approaching so I would like an answer as soon as possible please. Just in case you have lost my first email what I was asking was who was spoken to locally on the parish council and local people. It says in your information that there was a meeting in March with parish council and some locals</p>

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	regarding shortlisting, at our action group meeting no one seemed to know about this.
VL0575	I am somewhat confused by your use of the word compensation. The very words from the mouth of one of your consultants claim that your group do not do compensation. Do you all sing from the same song sheet I wonder? Just paying lip service to us Meer mortals will not do. We are not stupid locals that can be hood winked by your group. Pay us more respect.
VL0576	<p>Please find attached the response of South Kyme Parish Council to your consultation document re the above.</p> <p>I refer to your proposals to site a CS in the vicinity of the Bicker Fen Wind Farm, My Council has the following comments concerning site selection and your consultation with the public. A copy of this letter is being sent to BBC as the local planning authority through which this project is likely to be assessed.</p> <ol style="list-style-type: none"> 1. In your stated consultation with interested public bodies, I note that you have not contacted either Heckington or South Kyme Parish Councils (re Stakeholder Engagement), both of which have a direct interest in the potential visual and noise impacts on properties within their parish boundaries. We are not therefore in possession of all of the facts surrounding the selection of sites in this area for the CS. 2. The Bicker Fen Wind Farm is clearly visible from within the parish of South Kyme and it is likely that the erection of a large CS will have an additional adverse effect on the local landscape and views from South Kyme 3. My Council is concerned about the continued industrialisation of the fenland landscape and wishes to preserve as much of its amenity value as possible for our residents and those of the wider community. Because of the flat nature of fenland landscapes, it is obviously not possible to hide such a structure as the CS, but to mitigate the effects, surely it would be better to group it with the already approved Triton Knoll station, which has the added advantage of being further away from major settlements and could also use the access route put in for the Triton Knoll station and keep cabling to the substation to a minimum, thus reducing environmental impacts. 4. My Council believes that any site requiring direct access onto the A17, a major trunk route with a long record of many accidents in this area would be a serious hazard and risk to public safety by increasing the potential for road traffic accidents. 5. In the light experience with the way that the consultation process was carried out for the Heckington Fen Wind Farm, my Council is concerned that there may not be full disclosure and due attention paid to issues such as visual impact, noise, wildlife and the general disruption that construction of such a project would bring about. <p>I should be obliged if you will keep my Council informed of all future developments and plans for this project so that it can make comment and have input during the planning process on a project that will undoubtedly affect our parishioners.</p>
VL0577	<p>There are a number of imminent energy infrastructure projects that must be located in Bicker Parish on Bicker Fen or at the existing substation. The Viking Link CS is not one of these. On the grounds of fairness to Bicker parish, which hosts far more energy infrastructure than any other parish locally, it should go elsewhere within the required 5 kilometre radius.</p> <p>The Parish is very concerned that the choice of sites is designed to ensure that the combined voices of the larger populations of Swineshead and Donington parishes will prevail and result in a site in Bicker parish being chosen on the basis of the number of consultation responses. What steps will Viking Link take to ensure numbers alone are not used to determine the final choice.</p> <p>By Bicker Parish Council in support of the residents</p>
VL0579	<p>Dear Sirs,</p> <p>With respect to your proposals to site a CS in the vicinity of the Bicker Fen Wind Farm, I have the following comments/reservations concerning site selection and your consultation with the public. I am copying this email to BBC as the local planning authority through which this project is likely to be assessed.</p> <ol style="list-style-type: none"> 1. You state in section 3.3.4 of your UK Onshore Scheme Site Selection Report that there should be a maximum separation distance of 200m between the converter site and the nearest dwellings - I take it that you mean 'Minimum Separation Distance'. This being so, why have you shortlisted any sites that are within 200 to 300 metres of major settlements such as Swineshead, Swineshead Bridge and East Heckington. 2. It would appear that you have not carried out any background noise assessments in areas surrounding the shortlisted sites, your assumptions seemingly based upon supposition of your expected (wished for?) background noise levels in the surrounding areas. I would suggest that in the interests of transparency, any noise assessments carried out by yourselves should be verified by an independent body such as The

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	<p>Independent Noise Working Group.</p> <p>3. Your public consultations did not clearly show any visual impact effects by the production and display of photo montages for your shortlisted sites. This is particularly important because of the significant visual impact that the CS will have on the surrounding area for many kilometres distant and the general public have a right to know about the visual impact this site will have and any cumulative effect when taken into consideration with the approved Triton Knoll project and the Bicker Fen Wind Farm. I live in South Kyme, and it is likely that the CS will be visible from South Kyme Fen and under certain atmospheric conditions; noise from the station will be audible in South Kyme.</p> <p>4. For site CS5, you state that it may be seen as an extension of existing Industrial development at Swineshead, yet elsewhere in the report you seem to infer that siting the CS close to the Triton Knoll station would be construed as industrialising the landscape. You have also taken a very liberal view of BBC's statement about constraining developments adjacent to existing settlements/developments. I am sure that siting a very large CS on the village boundary at Swineshead would not be in the spirit of the planners intent for future development in this area.</p> <p>5. Because of the flat nature of fenland landscapes, it is obviously not possible to hide such a structure as the CS, but to mitigate the effects, surely it would be better to group the CS with the Triton Knoll station, which has the added advantage of being further away from major settlements such as Swineshead and could also use the access route put in for the Triton Knoll station and keep cabling to the substation to a minimum, thus reducing environmental impacts.</p> <p>6. Any site requiring direct access onto the A17, a major trunk route with a propensity for accidents in this area would I believe be a serious hazard and risk to public safety by increasing the potential for road traffic accidents.</p> <p>7. In your so called consultation with intereted public bodies, I note that you have not contacted either Heckington or South Kyme Parish Councils, both of which have an interest in the potential visual and noise impacts on properties within their parish boundaries.</p> <p>8. You have not conducted any wildlife or environmental impact assessments at any of the proposed sites. Again, your approach to these important issues seems rather cavalier and makes many assumptions without being backed up by hard facts concerning the local wildlife and habitats.</p> <p>I would suggest that you have economical with the truth to the public on your site selection process, as only your final shortlist seems to have been on display at the public meetings. All of the sites originally under consideration should have been displayed, along with your criteria for selection/rejection so that the public could make an informed judgement about the suitability of the sites that you want to consider in the final selection as well as those you have rejected. You have not made it clear about the nature and level of noise that the CS will produce when in operation, nor what type of mitigation procedures that you intend to use, or their effectiveness.</p> <p>Finally, so that you are in no doubt, I am not in favour of the Viking Link project, particularly as the Danish Government has recently announced that it is scaling back on offshore wind farms because of the excessively high cost of the energy generated by them and their adverse effect on the Danish economy through higher electricity prices. It is likely therefore that the requirement/availability of electricity for export through Viking Link will not be there in the medium term. If however the project does proceed to the planning stage, I hope that through the planning process, all due consideration will be made to the objections and concerns stated above and from the local communities at large to ensure that the public is sufficiently protected from all potential hazards and noise problems that this development could produce.</p>
VL0580	<p>Dear Viking Link,</p> <p>It has been brought to our attention, as Swineshead residents likely to be affected by your proposal, that HVDC converters produce noise, radio interference and are a potential threat to ground water in the event of mismanagement .</p> <p>As your proposal is for an extremely large CS we think that you should reconsider siting it adjacent to the A17. In fact, we believe that the choice of any area of Bicker Fen is erroneous. We are also concerned by the vagaries of plans to bring underground cables to the site and also the vagaries of distribution of electricity post-conversion.</p> <p>Would you inform us of the details of possible noise levels, the extent of the probable noise pollution and the extent of probable radio interference. We would also like to know what provisions you plan for possible environmental damage due to oil leakage.</p> <p>Please respond by email to the above address.</p>

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VL Ref	Feedback received for the Converter Station by other medium
VL0581	<p>Thank you again for the information and your time. I have been through it and find it all incredibly vague, repetitive and inconsistent. Although I have significant objections for CS5 as a site, none of the information for any of the sites appears to be supported by any evidence or statistics</p> <p>It appears to me that you have identified sights based on the existence of any road to make life easier for you. There is no mention of the exceptionally heavy existing traffic or the fact that the A17 is a dangerous road. As a consequence, I would be very concerned at any choice of site that requires access to A17.</p> <p>The whole document is written as if it has already been decided that it will be Bicker Fen or nearby – this has had a significant impact on many people in the village of Swineshead and does not reflect well on Viking Link or National Grid.</p> <p>There are absolutely no statistics in the report to support the assertions about the number of people affected.</p> <p>One of the reasons for discounting sites and the drawbacks of some of the sites currently proposed is ‘disturbance to a larger number of people’. This is not cited as an issue for CS5 that simply states it is closer to a larger settlement (Swineshead) than other sites. This is worrying as Swineshead is one of the largest villages in the borough council with a significant building plan for new houses already started hence the inconsistency in the report. Nowhere in the document does it state what the larger number of people is or what is larger than – it is a meaningless phrase in the context it is used.</p> <p>There are no assurances given on safety at any of the sites but especially a site such as CS5 so close to a village.</p> <p>There is no information about how house prices may be affected or compensation to those who live close by – this would apply especially to CS5.</p> <p>CS5 mentions the proximity to heritage in Swineshead (the church) but nowhere is there any mention of the large conservation area in the middle of the village. At no point is the view from the conservation area or the rest of the village over the Lincolnshire Fenland (a feature of the area) considered.</p> <p>The noise pollution from a CS at CS5 would create a huge ‘disturbance to a larger number of people’ in Swineshead. There is no recognition that the feature of the Lincolnshire Fenland (it’s flatness) means that noise carries a considerable distance eg. The noise from the train several miles away can be heard in the village.</p> <p>My conversation with you and the information I have read from Viking Link leave me thinking:</p> <p>The communications are deliberately vague, manipulative, lack detail and is written in such a way that have left people believing the decisions have already been officially made. Most people have been unaware that the response can be made by email as this was not made clear in the report or on the Viking Link website. It is archaic to be encouraging people to respond by post in this day and appears that this may be a delaying tactic.</p> <p>The speed that the consultation is taking place makes the sceptic in me think this is deliberate so it can be steamrolled through.</p> <p>The shortlist of sites is deliberate to manipulate people into objecting to one in favour of another – this has clearly worked as the Swineshead Action Group are using this as their argument – as a PR professional this is offensive as it gets the industry a bad name and is far from being transparent and honest. Even if it was intended to be honest and transparent, it does not appear that way.</p> <p>Viking want local people to do their work for them by highlighting the issues with roads such as the A17. I can’t believe that they haven’t carried out a traffic study for yourselves by this stage, in which case you would already know about the grave traffic issues on A17.</p> <p>There appears to be no consideration for the immediate view for residents in Swineshead or tourists using the A17 as a gateway to Lincolnshire and Norfolk or the impact that something like this close to the road may have on people’s connotations of Lincolnshire generally. CS5 in particular could not be screened for residents of the village as it would be too near the road to do so.</p> <p>I am horrified that you are taking the whole project in stages rather than considering it as a whole. Clearly each is affected by the other and I would really have liked to know more about this. I don’t see how they can be treated separately.</p> <p>Had there been more time available, I would have been very interested to see the evidence on which the report is based before sending my feedback. As the deadline, however, is imminent, I can only base my comments on what I have read and been told.</p> <p>I trust the final decision will be based on objective data that will be available to the public in advance of any decision</p>
VL0582	<p>Dear Sirs,</p> <p>With regard to your request for consultation over the above site I respectfully inform you that my company is against you building on this site as it forms and essential part of our agricultural holding. Crops grown on this land are retailed through our two farm shops and a farmers markets in London as being home grown so as to command a premium. Customers purchase from us in the knowledge the crops are our own and they are sure of the origin. Removing part of the holding will jeopardise the viability of the business along with the jobs of the employees. The routing of cables across our land will also cause problems as reduced work for</p>

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	<p>employees due to fewer crops to harvest, reduced volumes of home grown crops means reduced income. These cable routes and the excavation of soil when doing so will cause dust, as will construction traffic, and this dust is likely to contaminate nearby crops rendering them worthless. Movements by large equipment in years to come maintaining the site are likely to cause additional dust, especially when the 225 ton transformers are swapped out.</p> <p>The existing British Gas pipeline has shown us that crops growing where soil has been disturbed and replaced never do as well and this is after nearly thirty years.</p> <p>Any land compulsory purchased can not be replaced in the same quantity and location as there simply is not the land available to do so.</p> <p>Consideration will have to be made as to the drainage structure of the land as well as existing land drainage, Breaks in land drainage will render them useless and new drainage will need to be installed as disturbance to soil under the break makes likely a drop in any re-instated pipe work at that location. Water will be held in the location of the break.</p> <p>Trade will be affected at our Ivys Farm Shop by the construction of a CS at CS5. Building work has begun at the Ivys and investment in the project will reach well over a million pound. see BBC planning reference B/16/0028 and B/14/0101. Customers will not want to stop to shop and eat so close to a Converter Site and they will not want to buy their fresh vegetables and salads grown so close to a converter site.</p> <p>Placing CS5 in this position, and road closures, will cause problems with access to our other fields with multiple trips being made by multiple staff on a daily basis. This additional distance and travelling time on each and every occasion will increase costs and will require compensation.</p> <p>I will lose my amenity pleasure in being able to have an outlook reaching many miles if CS5 is built within the 116 acres, should any further building be erected on the site this will also affect my well being.</p> <p>I feel that the converter should be moved nearer to the connection site, however, I am concerned over the cumulative effect of all the connections and disturbance to locals businesses and residents.</p> <p>Yours faithfully,</p>

Appendix 13 Phase 1 Consultation Stakeholder Feedback

Note that as far as possible all feedback which was received has been directly translated into the following tables.



Stakeholder Feedback

Table 13.1 details all of the Phase 1 Consultation Feedback received from Stakeholders.

Table 13.1 Phase 1 Consultation Feedback - Stakeholders		
VL Ref	Stakeholder	Feedback received
VL0556	Lincolnshire Wildlife Trust	<p>Dear Ms Wells</p> <p>Viking Link: Consultation on Landfall and CS site options, 11 April – 20 May 2016</p> <p>Thank you for your letter dated 11 April 2016 inviting views from the Lincolnshire Wildlife Trust on the Viking Link proposal and the consultation documents on the shortlisted landfall and CS site options. We welcomed the opportunity to meet with you and your colleagues on 16 May 2016 to discuss the project and in particular the shortlisted landfall sites prior to the close of the consultation deadline. The meeting was very helpful to clarify some of the issues of concern to the Lincolnshire Wildlife Trust and to inform this consultation response.</p> <p>Shortlisted Landfall Sites</p> <p>Of the three shortlisted landfall sites, LF1a, LF1 and LF2 the Lincolnshire Wildlife Trust's preferred option would be LF1a. This is because options LF1 and LF2 would both involve crossing a Lincolnshire Wildlife Trust nature reserve, Huttoft Marsh or Anderby Marsh. Whilst we understand the intention would be to Horizontally Directionally Drill (HDD) under the nature reserve to arable land to the west of Roman Bank, should one of these options be selected as the preferred option we would have concerns regarding potential impacts on the nature reserve. The primary concern would be that once permission has been granted it may be found to not be possible to HDD the distance required to avoid the nature reserve and that the transition joint pit would then have to be located within the nature reserve. This would be problematic as it would damage habitats and also impact on site hydrology. Whilst we appreciate that the aim would be to drill under the nature reserve if LF1 or LF2 were chosen we feel that there is still a risk that it may not be technically feasible. We say this as a result of past experience in relation to cables installed in The Wash.</p> <p>Additional concerns with options LF1 and LF2, even if HDD were to be used to drill under the nature reserve, would be potential impacts on site hydrology. Both nature reserves are wetland sites and the intention in the future is to make them wetter. We would have concerns that drilling under the nature reserve could disrupt the hydrology and lead to the site becoming drier. In addition to making the reserves wetter the Trust will also be looking to create wetland features such as scrapes. We understand from the meeting on 16 May that installing the cables using HDD should not inhibit the creation of such features above the cable. However, should LF1 or LF2 be selected as the preferred landfall site then we would be looking for firm reassurances that the hydrology of the nature reserve would not be impacted upon and that the creation of wetland features above the cables would not be prohibited.</p> <p>As recognised within the consultation document option LF1a would require HDD under Sandilands Golf Course which is designated as a Local Wildlife Site (LWS) for its dune and grassland habitats. The Trust would support the installation of the cable via HDD under the golf course to avoid impacts on the LWS habitats.</p> <p>Due to the bird interest in the area, including marsh harrier and bittern, depending on the site chosen there may be restrictions needed as to the timing of the construction works taking place. This should be informed by the results of the data search from the Lincolnshire Environmental Records Centre (LERC), ecological surveys and continued communication with LWT. As a general point regarding records we would wish to see the results of the ecological surveys submitted to LERC.</p> <p>Shortlisted CS Sites</p> <p>The Lincolnshire Wildlife Trust has no specific comments to make on the shortlisted CS sites. We are pleased to note that the sites shortlisted avoid locally designated sites. The results of ecological surveys should be used to inform site selection to avoid any protected or priority habitats and species that may be present. Where avoidance is not feasible then suitable mitigation measures would be required to ensure no adverse impacts. We would also wish to see proposals for habitat enhancements to ensure that there is a net gain for biodiversity.</p> <p>Cable route</p> <p>We appreciate that the shortlisted cable routes are yet to be determined but we would wish to put in writing our serious concerns should one of the options be to route the cables through the Lincolnshire Coastal Grazing Marshes Burgh-le-Marsh target area. Routing of the cables through this target area could impact on existing grazing marsh habitats and inhibit the creation of grazing marsh in the future. We would welcome the opportunity to discuss the shortlisted cable route options once they are available.</p> <p>Thank you for the opportunity to comment. If you have any questions regarding the above please do not hesitate to contact me.</p>
VL0557	Historic England	<p>Thank you for consulting Historic England on the shortlisted landfall and CS site options in relation to the above project. We welcome the opportunity to work closely with the National Grid on these proposals. Viking Link is a proposed 1,400 Mega Watt (MW) high voltage direct current (DC) electricity interconnector between Bicker Fen in Great Britain and Revsing in Denmark. The link will allow electricity to be exchanged between the two countries. Our specialist staff have reviewed the information provided and offer the following advice.</p>

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		<p>Historic England Advice</p> <p>Prior to consultation with Historic England we understand that the proposals have gone through a lengthy series of consultations with other stakeholders in order to produce a short list of potential sites for both the landfall connections and the CS. In compiling the following advice we have primarily (though not exclusively) reviewed the initial assessments of Landscape and Visual and Heritage impacts outlined in the full site selection report, as well as consulting our own records. Our advice is restricted to the impact of the proposals on the historic environment and is provided in line with relevant planning legislation and national policy including the National Planning Policy Framework and National Policy Statements for Energy Infrastructure, guidance including the Planning Practice Guidance (PPG), and good practice advice notes produced by Historic England on behalf of the Historic Environment Forum (Historic Environment Good Practice Advice in Planning Notes (2015)). Detailed guidance on assessing heritage significance and the impact of development on the significance and setting of a heritage asset is set out within these documents.</p> <p>Landfall Sites</p> <p>We note that it was not considered in your assessment of the long list of sites that Archaeology and Cultural Heritage highlighted any differentiating factors for preference of one site over another and therefore they were not considered to be key factors in determining whether a potential landfall site was taken forward to public consultation. We would advise that these issues will need to be considered in more depth at this stage in order to ensure that the selection process takes account of impacts on heritage assets alongside all other factors.</p> <p>The landfall site will involve no permanent above ground infrastructure as the two offshore (submarine) DC cables transition to onshore DC cables below ground in a transition joint pit. Our advice therefore, regarding your selection of a preferred option, is that in historic environment terms the main issues to consider relate to the direct impacts on archaeological remains across onshore, intertidal and marine environments.</p> <p>We welcome the project's commitment to avoiding impacts on the Lincolnshire Coastal Grazing Marshes, an area with a long and rich cultural history where many important historic features are still preserved. The grazing marshes and their history contribute strongly to the sense of place in this part of Lincolnshire and we consider that every effort should be made to avoid harmful impacts on this important character area in selection of the preferred landfall site as the project progresses.</p> <p>There is the potential for archaeological remains along the foreshore in the region of LF1a, LF1 and LF2 with the presence of possible salterns at Huttoft adjacent to Sandilands Golf Course on the seaward site of Roman Bank and isolated findspots of Neolithic and Roman date. At Anderby Creek, isolated findspots of Palaeolithic and Roman date are noted. It is possible that more substantial archaeological remains may be encountered during the works.</p> <p>It is vital that palaeoenvironmental deposits are considered a heritage asset under the assessment of the potential impacts of the landfall options on the historic environment. The three sites short listed, LF1a, LF1 and LF2, are also located within an area with a substantial prehistoric peat and submerged forest resource at Mablethorpe, Sutton on Sea, Anderby Creek and Ingoldmells (Offshore and intertidal peat deposits, England - a resource assessment and development of a database; Hazell 2008) and it is likely that construction activities at landfall, haulage and placement of cabling will have a significant impact on these valuable heritage assets. Whilst these assets are currently covered by Lincshore sand placement, the construction has the potential to expose peat deposits and elements of submerged forest.</p> <p>In particular, the works at LF2 have potential for a substantial impact upon coastal peat exposure and elements of the submerged prehistoric forest at Anderby Creek which includes Oak, Ash, Willow and Poplar (The characterisation of two mid-Holocene submerged forests; Clapham 1999). In addition, the lack of access points in this location may mean haulage along the foreshore from Anderby Creek Sea Road increasing the potential impact on heritage assets. The longer haul road required in this location (4km) would have a greater potential impact on heritage assets. The use of existing roads and hard standings is, in our view, preferable to minimise the potential impact on archaeological assets.</p> <p>We consider that a more substantial assessment supported by a borehole survey to assess the extent and depth of peat deposits in the construction, haulage and cabling zones, would help to identify the landfall site with the least impact in historic environment terms. If possible the depth of deposit should ultimately inform the depth of HDD cabling to avoid disturbing heritage assets.</p> <p>We understand from the information available (Terminal Points Site Selection Report, paragraph 2.2.9) that to avoid any breach of the sea defence structures, interference with the Environment Agency's "Lincshore" beach sand replenishing programme or other possible disturbance of the beach that open cut trenching of the beach to facilitate cable laying has been discounted and that cable landfall will be achieved through trenchless methods under the beach and sea defence. Furthermore, we note that the employment of Horizontal Directional Drilling (HDD) will "ideally extend out to sea 300m beyond the Mean High Water Mark (MHW) to avoid the Lincshore works." However, we would advise that specific attention must be given to the width of the foreshore zone at the intended cable landfall location and we request clarification regarding whether foreshore trenching will be required within the lower intertidal area.</p> <p>We must also highlight that the matters you have identified regarding limiting disturbance have not given specific attention to the historic environment as might be encountered at this location and that particular assessment will be required about the known or potential historic environment features (inclusive of palaeoenvironmental character) that might be encountered at the intended depth of any trenching and HDD. We advise that it would be helpful to produce figures with sufficient clarity to show the spatially defined area of the potential landfall sites in reference to a scale bar. It is also not clear if the dark line (indicated to represent the "study area" in the figure legend) is meant to represent the Mean Low Water Mark (the limit of jurisdiction of the relevant terrestrial local authority).</p>

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		<p>Table 2.1 mentions environmental constraints as a Key Consideration. Please provide confirmation that any consideration of “environmental constraints” is inclusive of historic or archaeological features and sites (as included under environmental considerations in Table 2.2). On this matter we note the comment made in paragraph 2.4.5 regarding the Lincolnshire Coastal Grazing Marsh (LCGM) and the intention to avoid the foreshore area subject to the “Lincshore” programme. In this regard we note the statement made in paragraph 2.2.10 that the considered maximum HDD distance to be 800m. We therefore request that scaled maps are produced to illustrate proposed cable installation works with suitable illustration of environmental constraints.</p> <p>With reference to the different explanations at paragraph 2.4.42 and paragraph 2.2.9, we request clarification about whether HDD will extend 300m below MHWM or 300m below Mean Low Water Spring (MLWS). We would advise that mapping should therefore be produced to illustrate the spatial relationships between the area of foreshore subject to the “Lincshore” re-nourishment programme and what this project considers to be shallow subtidal and upper beach areas in reference to MHWM and MLWS. For reference, we would advise that any use of the term “offshore” should only refer to elements of this proposed project that might occur within any fully marine areas.</p> <p>We recommend that you are also guided by the advice of the Historic Environment Officer at LCC, who provides specialist archaeological advice to East Lindsey District Council.</p> <p>CS Sites</p> <p>We are pleased to note that archaeological and cultural heritage constraints were included in the assessment leading to the current short list of CS sites, and offer the following comments on the potential issues for designated heritage assets in relation to the proposed development. A key concern will be the impact that visually intrusive modern development of this nature will have on the significance heritage assets are likely to derive from their setting within the reclaimed fenland landscape. These impacts will need to be understood in detail to identify which site represents the least harmful option in historic environment terms, a factor that should inform the final site selection process.</p> <p>The Landscape and Visual assessment in the full site selection report indicates that the landscape character is similar across all the shortlisted sites, lying within the Reclaimed Fen Landscape characterised by flat, low-lying drained fen, affording open views sometimes contained at ground level by large embankments but with sparse tree cover. The land is subject to intensive arable cultivation with a regular geometric field pattern bound by open drains, narrow roads and trackways. Residential properties are scattered and semi-remote from nearby settlements. South Forty Foot Drain is a prominent feature and the Bicker Fen wind turbines and electricity pylons are modern landmark features to the south. As a result the landscape sensitivity is considered to be moderate to high. The need for careful positioning of the proposed new development is therefore rightly highlighted in our view. A CS in this landscape will be a prominent feature and potentially difficult to integrate and/or screen. The landscape of the flat fenland is open with expansive views and big skies and very limited sense of enclosure. Some opportunities exist for use of existing landforms and vegetation for screening, but it is likely that additional mitigation will need to be carefully considered and designed. It can be characterised as a man-made and structured landscape that is historically relevant for what it tells us about the history and dispersal of settlement and exploitation of the land itself. The openness of the views this landscape character affords mean that heritage assets, such as church spires and towers, often form key visual receptors and landmarks. As such the impact of the proposed development on these heritage assets will need to be understood in detail.</p> <p>In the comments below relating to individual short listed sites, we have included our own brief review of the number of designated heritage located within 5km of the centre of each site as a general guide only. We would remind you that regardless of which site is selected, an appropriate study area for the Environmental Impact Assessment will need to be defined based on the results of, for example, a robust assessment of visibility of the proposed CS. Assets beyond 5km from the proposed development may also have potential to be affected and this would need to be considered in detail. We would highlight in particular, though not exclusively, the need to consider whether there is potential for views of the tower of the Grade I listed St Botolph’s Church in Boston (known as Boston Stump) to be affected by the development. This is a particularly prominent landmark feature in this landscape, visible across many miles and its unmistakable silhouette can appear in surprising views at considerable distance. As a result if there is a possibility that the proposed CS may affect views of the Boston skyline this designated heritage asset may require separate assessment bearing the nature of the potential impacts in mind.</p> <p>CS1</p> <p>The Landscape and Visual assessment in the full site selection report indicates that views from the west are generally fragmented and filtered due to local topography (slightly elevated embankments) and existing planting along South Forty Foot Drain. These also provide a backdrop in some views from the east of the site. From the south the site is viewed in the context of Bicker Fen Wind Farm and Substation. There are more distant views from the east of the site which are partially screened and filtered by existing vegetation and development. From this area a CS at CS1 would be seen in the context of, but visually separate from, existing developments at Bicker Fen. The assessment noted the potential to develop landscape mitigation following existing field patterns in particular focusing planting on the eastern, southern and western boundaries. In Heritage terms the assessment identified that CS1 is located over 1km from any designated heritage assets. In a brief review of our own records we identified that the following numbers of designated assets were located within c. 5km of the centre of this site:</p> <ul style="list-style-type: none"> • 4 Scheduled Monuments • 44 Listed Buildings (6 Grade I & II*) • 2 Conservation Areas <p>We would highlight in particular, though not exclusively, the need for the potential impacts on the Grade I listed churches of St Swithin in Bicker, St Mary and the Holy Rood in Donington and the Conservation Areas in these two villages to be considered in depth.</p>

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		<p>CS3</p> <p>The Landscape and Visual assessment in the full site selection report indicates that the embankment of South Forty Foot Drain provides some visual containment to views from the west but that views from the east do not benefit from similar screening. It identifies that there would be some scope for mitigation through the siting, layout and design of the CS and screen planting on the periphery of the site to reduce visual impacts and through the design to make best use of screening provided by South Forty Foot Drain. The development of landscape planting on the perimeter of the site to partly screen or break up views from the east may also help to reduce visual effects from some locations; however, the report acknowledges that it would not be possible to entirely screen views.</p> <p>In Heritage terms the assessment has identified that CS3 lies over 2.5km from the nearest designated heritage asset. The increased distance from heritage assets which are key sensitive receptors in the fenland landscape may assist in reducing the level of harm that a CS on this site would cause to the historic environment in comparison with the other alternative sites. In a brief review of our own records we identified that the following numbers of designated assets were located within c. 5km of the centre of this site. This represents the smallest number of assets overall potentially affected at any one site, and is significantly lower than that at any of the other short listed sites:</p> <ul style="list-style-type: none"> • 5 Scheduled Monuments • 27 Listed Buildings (2 Grade I) • 2 Conservation Areas <p>In the landscape surrounding CS3 we would highlight in particular, though not exclusively, the need for careful assessment of the potential impacts on the Grade I listed churches of St Swithin in Bicker and St Mary in Swineshead and the Conservation Areas in both villages as well as the scheduled monument of The Manwar Ings motte and bailey castle due to the importance of visibility across the landscape from sites of this type.</p> <p>CS5</p> <p>The Landscape and Visual assessment in the full site selection report indicates that CS5 is open on all sides with potential visual receptors broadly located all around the site including the settlement of Swineshead to the east. There are short duration glimpsed views into the site from the A17 to the east including short and long distance views and open views from the north in which some industrial context can be seen including industrial/commercial development on the A17 and Bicker Fen Wind Farm and overhead lines in the distance. There are mixed views from Swineshead in the east where a significant number of potential visual receptors will be located. The A17 separates CS5 from Swineshead and will be prominent in views from the east whilst Bicker Fen Wind Farm, Substation and overhead lines are all visible in the distance. From the south there are more distant views in which the existing overhead lines appear in the foreground. On balance of landscape and visual issues the assessment considered it preferable to site a CS in the south western part of the site. As a result of its more prominent location in closer proximity to settlement it was considered that considerable landscape mitigation planting would be required.</p> <p>The assessment indicates that the site largely follows existing field patterns providing opportunities to develop landscape mitigation on the northern, eastern, southern and western sides of the CS. Landscape mitigation would provide some screening/filtering in views from the north, east and south where the majority of visual receptors are located.</p> <p>In Heritage terms the assessment identified the closer proximity of CS5 to designated heritage assets which are present in Swineshead including the Grade I Church of St Mary, two scheduled monuments and several Grade II listed buildings and acknowledged that site design measures to prevent and/or reduce impacts on the setting of these assets may be required. In a brief review of our own records we identified that the following numbers of designated assets were located within c. 5km of the centre of this site:</p> <ul style="list-style-type: none"> • 4 Scheduled Monuments • 52 Listed Buildings (6 Grade I & II*) • 4 Conservation Areas <p>In the landscape surrounding CS5 we would highlight in particular, though not exclusively, the need for careful assessment of the potential impacts on the Grade I listed churches of St Swithin in Bicker, St Mary in Swineshead and St Mary and the Holy Rood in Donington, the Conservation Areas in all those villages as well as the scheduled monuments of The Manwar Ings motte and bailey castle and Swineshead Abbey with its Grade II listed house.</p> <p>CS9</p> <p>The Landscape and Visual assessment in the full site selection report indicates that the proximity to existing development which is similar in character and appearance provides some opportunities in terms of integration. A CS at this location would be seen in the context of similar existing infrastructure. The assessment notes that the site is more distant to larger settlement; however, some potential visual receptors are present to the north and east. The assessment considered that existing screen planting around Bicker Fen Substation would assist in screening views from the west and identifies some scope for mitigation planting to reduce visual impacts as tree planting and shelterbelts are a more common feature locally.</p> <p>In Heritage terms, no comments are made regarding the proximity of identified designated heritage assets in the site selection report. However due to the relative proximity to both Bicker and Donington a large number of designated assets may potentially be affected. The level of the impacts may potentially be reduced by the siting within the visual context of existing infrastructure development. Whilst the windfarm is visually permeable and dominant due to its height, the CS would represent a visually impermeable block at lower height. Therefore whilst</p>

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		<p>the character of the immediately adjacent development would be similar the nature of the harmful impacts that the CS may have on the historic environment would not necessarily be the same.</p> <p>In a brief assessment of our own records we identified that the following numbers of designated assets were located within c. 5km of the centre of this site:</p> <ul style="list-style-type: none"> • 6 Scheduled Monuments • 54 Listed Buildings (6 Grade I & II*) • 3 Conservation Areas <p>In the landscape surrounding CS9 we would highlight in particular, though not exclusively, the need for careful assessment of the potential impacts on the Grade I listed churches of St Swithin in Bicker, St Mary in Swineshead and St Mary and the Holy Rood in Donington, the Conservation Areas in all those villages as well as the scheduled monuments of The Manwar Ings motte and bailey castle and Swineshead Abbey with its Grade II listed house.</p> <p>We refer you principally to the advice of the local authority's specialist archaeological advisors in relation to the potential impacts at individual option sites on non-designated archaeological remains. However we would remind you of the potential for any such remains to make a positive contribution to the significance individual designated heritage assets derive from their settings. Setting refers to the complex and evolving relationship of a heritage asset with its surrounding natural and historic landscape, incorporating both those elements of the historic environment which would be considered to be broadly contemporaneous as well as those which illustrate the development of settlement history and human activity across broader timescales. The relevant local authorities' Conservation Officers should also be consulted as they will have views on matters for which we may not provide site specific comments, such as the settings of Grade II listed buildings.</p> <p>Concluding Advice</p> <p>On the basis of the information submitted on the potential landfall sites, supplemented by a review of additional information and our own records, we consider that good access to the beach limiting haulage over sensitive deposits, a reduced requirement for a haul road (1km) and good potential for HDD is likely to limit the harmful effects on the historic environment at LF1a. At LF2 there appears to be a high potential for substantial impacts on important palaeoenvironmental deposits that in our view are unlikely to be successfully minimised or mitigated by design. However we do consider that a borehole survey as a minimum in addition to a more detailed desk based assessment would help to inform a robust site selection, enable the potential impacts discussed above to be investigated, and contribute to micro-siting to reduce heritage impacts. Such information would be required as a minimum in association with a marine licence application for any selected landfall site.</p> <p>In relation to the CS sites, the information submitted to date indicates that development at CS5 is likely to result in significant environmental effects on the significance of a large number of designated heritage assets due to its proximity to Swineshead. In historic environment terms, it seems likely that of the short listed sites selection of CS5 may result in the highest level of negative impacts. The assessment information submitted may indicate that CS1 offers opportunities for the development to be screened and that in some views it would be seen in the context of existing infrastructure development. However, a comparatively large number of designated heritage assets still have potential to be affected. At CS3 we have identified that a relatively small number of designated heritage assets may be affected and the assessment also indicated that this site was the furthest removed from the location of those assets, with the closest being 2.5km away. In addition the South Forty Foot it would be seen in the context of existing infrastructure development. However, a comparatively large number of designated heritage assets still have potential to be affected. At CS3 we have identified that a relatively small number of designated heritage assets may be affected and the assessment also indicated that this site was the furthest removed from the location of those assets, with the closest being 2.5km away. In addition the South Forty Foot Drain offers screening in views from the east. At CS9 we have noted that the close proximity to existing infrastructure development, whilst likely to result in cumulative harmful impacts, may help to limit the overall harmful impact of the development on the historic environment by containing the industrial development within this part of the reclaimed fen. However a comparatively large number of designated heritage assets may still be affected.</p> <p>Notwithstanding the comments above, in our view there is not yet sufficient information available at this stage in the project on which to base a robust decision regarding which of the short listed CS sites would be least harmful in terms of the historic environment or to provide convincing justification in heritage terms for the selection of an individual site.</p> <p>Next Steps</p> <p>We would recommend therefore that you consider whether it may be necessary to retain more than one option for either landfall or CS sites either into the EIA process or for more detailed assessment prior to that stage. A sound EIA report is the basis on which to identify (and where possible avoid, minimise or where appropriate mitigate) what may be substantial direct and indirect impacts on assets of local, regional and national importance. We recommend that you consider carefully whether it will be possible to make a definitive judgement on the level of impact on heritage assets between the proposed options on the basis of the currently compiled information. The size of the proposed CS means that it is likely to have a significant visual impact within the flat fenland landscape, and therefore sufficient information must be available for you to understand the nature of those impacts and for Historic England to advise in detail on their effects on the significance of designated heritage assets in the surrounding area. We consider that it will be important to have a clear understanding of the potential impacts of the development on the historic environment in order to properly inform your decision regarding which one of the short listed options is to be taken forward.</p> <p>We welcome the opportunity to continue to work closely with you as this project progresses on the issues raised above. We would be pleased to discuss further what type and level of</p>

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		<p>additional heritage assessment may be necessary (either prior to or as part of the EIA process) to assist in identifying which site represents the least harmful location for the historic environment. If you consider a site visit would form a helpful part of this we would be pleased to attend. As we discussed at our initial meeting, we do consider it important that the advice you receive from all the relevant local authority heritage advisors is drawn together, and would recommend that you forward a copy of this letter to them for their reference. We look forward to hearing further from you in due course, and would be happy to discuss the attached advice should you wish to set up a telephone call in the near future.</p>
VL0558	National Trust	<p>Thank you for consulting the National Trust on the Landfall and CS options, which form part of a proposed Viking link interconnector to enable the exchange of electricity between Denmark and Great Britain.</p> <p>National Trust National Trust is a charity and Europe’s largest conservation organisation with a membership of more than 4 million people. With the support of our Parliamentary Act we are legally responsible for the protection of some of the most beautiful, historically important and environmentally sensitive places in England, Wales and Northern Ireland. These places include around 247,000 hectares of land, 775 miles of coastline and over 300 historic properties. The Trust is also an important tourism operator. Within the Midlands there are more than 700,000 National Trust members which equates to some 8% of the regional population.</p> <p>National Trust Inalienable land In order to fulfil its charitable purposes Parliament gave the National Trust a special power to declare land which we own “inalienable”. The relevant power is set out in section 21 of the National Trust Act 1907. Once it has declared a piece of land inalienable, the National Trust cannot sell, give away or mortgage that land. Nor can the land be compulsorily acquired if the National Trust is not in agreement with the compulsory acquisition without a special procedure involving both Houses of Parliament.</p> <p>Gunby Estate and Monksthorpe Chapel Gunby Hall is a Grade I listed country house dated 1700 (list entry 1063656) located at the foot of the Lincolnshire Wolds. Around the Hall are walled gardens and estate buildings, set within a Grade II Registered historic parkland. Today the property is cared for by the National Trust on behalf of the nation. National Trust’s land holdings extend beyond the house and park to cover much of the wider agricultural estate of the previous land owners at Gunby. Overall the estate extends to some 560 hectares of land, the vast majority of which is held inalienably. There are several agricultural tenants who farm this land and also a number of residential tenants occupying a range of accommodation on the estate, including several listed buildings. There are designed elements to the estate landscape at Gunby, owing in part to the existence of a unique document: the Gunby Tree Book. Accordingly, Gunby’s Parkland Management Plan covers not only the Registered Parkland, but also much of the wider estate, including water features and tree planting. The estate is also of considerable archaeological interest (further information on archaeology is provided later in this response). The Park and estate therefore contain visual, functional and historic features which are significant in their own right as well as contributing to the setting and significance of the Hall and Parkland.</p> <p>Nearby Monksthorpe Chapel was acquired separately in 2000 and is also held inalienably. The Chapel, which is Grade II* listed, dates from the early 18th century and was formerly used by Baptists as a remote place of worship. It is representative of an important phase in the history of non-conformist religion, and is remarkable for its survival complete with graveyard, cottages and a rare baptismal pool which is also Grade II* listed. The remote and tranquil character of Monksthorpe makes a contribution to the significance of the property.</p> <p>Conservation of Gunby’s landscape and setting Chapter 12 of the National Planning Policy Framework contains policies for the conservation and enhancement of heritage assets, including the following: “132. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification...” The Viking Link project should therefore seek to avoid harm to Gunby’s designated heritage assets and their settings. Any harm will need to be robustly justified and outweighed by public benefits.</p> <p>The East Lindsey Adopted Local Plan provides additional policy protection for Gunby’s Registered Parkland within policy C7 on Historic Landscapes: “The Council will not permit development which would harm the character, appearance or setting of the following historic landscapes: a) The Parks and gardens of : 1) Gunby Hall...” More generally, in consideration of the potential landscape and visual impacts of the scheme (either during construction or through loss of trees along the cable corridor for example) we request that the wider archaeological, designed, functional and aesthetic landscape around Gunby is taken into account.</p>

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		<p>Archaeology at Gunby The Gunby Estate contains a well preserved medieval landscape within an otherwise agricultural landscape. A wide number of heritage assets, dating from the Bronze Age to 19th century have been recorded within the estate, including a moated manor site and two medieval villages. Further information regarding the archaeological resource at Gunby can be obtained from the National Trust on request. Due to the nature of the extant earthworks at Gunby it is strongly advised that that emerging options for the cable corridor should avoid Gunby Estate.</p> <p>Land use and ecology The Gunby Estate is characterised by lowland arable farming and permanent pasture with associated nature conservation components including a suite of farmland birds (notably turtle dove, tree sparrow, skylark, yellow hammer, linnet, grey partridge, barn owl, hobby), brown hare, water vole, great crested newt, badger and at least six species of bat. The parkland around the Hall is wood pasture, one of the rarest habitats in Europe, and has a small number of significant veteran trees. There are at least 16 ponds across the estate of which at least six have great crested newts</p> <p>Recreation, transport and local economy Gunby Hall and Estate also serve as a visitor attraction within an area of Lincolnshire popular with tourists. We request that proposals aim to minimise noise, visual impact and other forms of disturbance associated with construction and operation of the Viking Link connector. Works requiring road closures or resulting in disruption to the transport network should avoid peak visitor periods, including for example weekends, school holidays and bank holidays.</p> <p>Comment on landfall options There are three proposed landfall sites, all of which are located within the Lincolnshire Coastal Country Park. There are also a number of small nature reserves in the area. It is therefore essential that Viking Link works closely with LCC and Lincolnshire Wildlife Trust in order to avoid adverse impacts on the landscape and ecology of the area.</p> <p>Comment on strategic planning for electricity infrastructure Viking Link is the second of two large scale projects to bring electricity cables from the Lincolnshire coastline across the County to Bicker Fen substation, the first being the Triton Knoll on-shore connection. There is a disappointing disconnect between the two projects which suggests a lack of strategic thinking by commercial infrastructure providers working with National Grid. On the basis that projects of a similar nature may similarly be brought forward in a piecemeal manner, we urge Viking Link and infrastructure providers to make all efforts to integrate schemes within Lincolnshire, in order to minimise environmental harm (including cumulative impacts) and maximise opportunities for joined-up mitigation and enhancement. National Trust therefore requests early and ongoing engagement in options for the Viking Link cable corridor. If the project team has any questions in relation to this response, please do not hesitate to contact me.</p>
VL0559	Environment Agency	<p>Thank you for consulting us on the landfall and CS site selection report for the above project. The following comments highlight the key issues from our review of the proposed sites for environmental topics that fall within our remit.</p> <p>Landfall Sites Groundwater The geological and hydrogeological information within the report appears to be accurate for all sites. Borehole records show that the principal Chalk aquifer is at least 19 m deep (LF3) and up to 23.5 m deep (LF2). The report does not specify the proposed depth of Horizontal Directional Drilling (HDD) works, it being dependent on the ground conditions and distance required, but it is unlikely that any HDD would penetrate this depth and the risk to the aquifer is considered to be low. There are no source protection zones, safeguard zones or known contaminated land issues at any of the proposed landfall locations. Other factors to potentially consider for your shortlisted sites are as follows: LF1 and LF1a – there is a deregulated abstraction (i.e. less than 20 m³/d, deregulated in 2005 as being below the de minimis) for Sandilands Golf Club for irrigation. Although this may or may not still be in use, and abstracts from the Chalk aquifer so should not be a factor in terms of groundwater impacts, the physical structures of the boreholes are worth considering for cabling obstructions. There are 8 boreholes, at the following grid references: TF 5400 7870 TF 5380 7890 TF 5370 7930 TF 5370 7890 TF 5360 7950 TF 5350 7970 TF 5330 7990 TF 5320 8010 The deregulated licence pre-dates our requirement for more definitive 10 figure grid references and so may not be completely accurate. If any of these locations are in close proximity to the cable route, the golf club should be contacted for further information on the location of these boreholes. LF2 - The hydrogeology section of each landfall location within the report described that 'groundwater level is anticipated to be shallow'. Although it is true that groundwater is likely to be encountered within the superficial drift cover, particularly where the geology comprises sand and gravels, this is not a resource which is being exploited to our knowledge near to the potential landfall locations. For information, borehole records close to LF2 record water strikes at around 3 m depth, which rise to around 1.8 m on standing.</p> <p>Bathing Waters Directive Two of the shortlisted landfall sites (LF1 and LF2) lie within areas with bathing waters designated under Bathing Water Directive. There are designated bathing waters at Moggs Eye (sampling point location TF 54912 77671), and Anderby (sampling point location TF 55434 76244) - the bathing beaches extend 50m either side of the sampling point. These were</p>

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		<p>designated in 1988 and are both currently classed as having 'excellent' water quality status based on the previous 4 years of water quality monitoring data for e-coli and intestinal enterococci.</p> <p>If either of the shortlisted sites, LF1 or LF2, is taken forward, the project will need to ensure that the works do not impact the 'excellent' status currently enjoyed at these beaches. An assessment of the potential risks and incorporation of appropriate mitigation will be required. This will be particularly important if any of the construction works are to coincide with the bathing water season, which runs from 15 May to 30 September. Ideally cable laying works that disturbed sediments, which may be harbouring bacteria and could lead to its release into the surrounding water, would be undertaken outside of the bathing water season.</p> <p>Flood Defence Integrity/Flood Risk</p> <p>All the potential landfall sites are shown to be within the floodplain as detailed on the Environment Agency's Flood Zone Maps. The sites lies within Flood Zone 3a as described in Table 1 of the National Planning Practice Guidance (NPPG), (Flood Risk and Coastal Change - paragraph 65).</p> <p>As discussed with you previously, the crossing of the sea defences will need to be undertaken using HDD techniques, rather than open trenching methods, to ensure the defence integrity is maintained. We have provided some details on the potential landfall options to you in January 2016 and we will be able to provide further advice as you consider your options/preferred option in more detail. We would welcome further discussions on the methodology and temporary works to facilitate the cable installation once the landfall location has been determined. In general, the reception pits required to facilitate the HDD techniques will need to be bunded to a height equivalent to the adjacent defences. There may also be issues with tidal inundation during construction so this should be taken into consideration, especially with regards to the transition pits. We understand that our Hazard Mapping has been obtained to help inform the proposed site locations and subsequent mitigation. We are pleased to note that there will be no permanent above ground infrastructure at the landfall for the project. We request that you enter into a legal agreement with us, prior to the relevant planning permissions/marine licences being granted, in respect of the crossing of the sea defence and any crossings under main rivers for the cable corridor. We would be pleased to provide you with an outline example of the agreement required on request.</p> <p>Ecology</p> <p>We note that you no longer intend to include the use of an electrode in the proposal and we are keen to understand what other alternatives are now being considered and if these will have any ecological consequences.</p> <p>In addition to this, the Greater Wash draft Special Protection Area (SPA) may be designated for red throated diver and little gull. Could you please advise what species of fish the divers eat and if the underwater cable is likely to affect their abundance?</p> <p>During the course of your application we will also require further information in respect of potential construction noise and vibration in the marine environment, i.e. the marine surveys due to start in Spring 2016 – can you please advise on the what, where, how, when and why?</p> <p>Converter Sites</p> <p>Groundwater</p> <p>The geology underlying the search area for the potential converter site locations is largely uniform, being 38-40 m depth of clay drift/bedrock before an aquifer is encountered. The aquifers are therefore well protected and unlikely to be disturbed even if piling is required. There are several records of deregulated abstractions towards the west of the search area, but all are within the 200 m standoff zones identified around residential properties so should not be affected even if they are still operational. They are largely west of the South Forty Foot Drain and all are west of the shortlisted preferred sites, so physical installations are unlikely to be a concern for cabling routes. There are no known relevant sites where land is affected by contamination.</p> <p>Flood Risk</p> <p>The general flood risk principles for the proposed development are as follows. A sequential approach should be taken to the location of the CS, ideally locating this outside of the flood plain in accordance with the National Planning Practice Guidance. If following the site selection process the CS has to be located in an area at risk of flooding a Flood Risk Assessment (FRA) must accompany the application, which demonstrates that flood risk sensitive equipment would be located above the predicted flood level for the 0.1% plus climate change event and the site can remain operational during times of flooding. Further guidance on the appropriate climate change values which should be applied to the assessment can be found at: https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances</p> <p>Given the scale and nature of the development the FRA would need to consider the Upper End allowance category, which for the Anglian River Basin District accounts for a 65% increase on flows. The FRA would have to be of a 'detailed' nature, which would likely require detailed hydraulic modelling to be undertaken, to take into account the new climate change figures. The Environment Agency has hydraulic models which can be obtained by contacting our External Relations team at LNenquiries@environment-agency.gov.uk.</p> <p>We note that figures VL_160411_TPS_F3.6 to VL_160411_TPS_F3.26 include flood risk information, which appears to replicate the Environment Agency's Flood Map outlines, although four bandings appear in the key, which does not appear to follow Flood Map convention. We, therefore, provide below information from our records on Flood Zones and Hazard Map classifications from the BBC Strategic Flood Risk Assessment and the South Holland District Council Strategic Flood Risk Assessment 0.1% breach scenario for 2115. This information, on the shortlisted sites, should assist with your consideration of the sequential approach.</p> <p>Site Ref Flood Zone (without defence scenario) SFRA Hazard Zone (with defence breach scenario for 2115)</p>

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		<p>CS1 FZ3 high probability 'Danger for Some' CS3 FZ1 low probability 'Danger for Most' CS5 FZ1 low probability (largely) No hazard CS9 FZ3 high probability No hazard</p> <p>The hazard information represents the most realistic flooding scenario as these maps consider the consequences of a breach of the existing flood defences. Although further detailed site specific modelling is required, these hazard classifications give an indication of which of the shortlisted sites will be more challenging in terms of providing appropriate mitigation for the 0.1% climate change event, as outlined above.</p> <p>General advice regarding potential cable route As mentioned above, we request that you enter into a legal agreement with us to cover the crossings under main rivers. Where the Environment Agency is the land owner you will also need to contact the Environment Agency Estates team, Charlotte Smithson at charlotte.smithson@environment-agency.gov.uk to discuss your requirements. If you could provide us with a GIS layer of the final cable route at the appropriate time, this would assist us in establishing appropriate requirements. As the proposal develops we would welcome further meetings with your project team to discuss the application. For discussions in respect of the cable passing under main rivers and watercourses we would recommend a joined up approach with the Internal Drainage Boards, who are similarly a consenting body. This ensures a consistent approach for the cable installation and efficient ways of working.</p> <p>Please note that the view expressed in this letter by the Environment Agency is a response to a pre-application enquiry only and does not represent our final view in relation to any future planning application made in relation to this project. We reserve the right to change our position in relation to any such application.</p>
VL0560	Natural England	<p>Thank you for consulting Natural England on 12 April 2016 regarding the Viking Link public consultation on the UK onshore scheme site selection. The following constitutes Natural England's formal statutory response to both the converter and landfall site selection.</p> <p>Natural England welcomes the information provided in the onshore scheme site selection report and accompanying non-technical summary.</p> <p>1. General Advice for both Landfall and Converter Sites</p> <p>European Protected Species</p> <p>Natural England's standing advice provides guidance on how protected species should be dealt with in the planning system. Specific advice on Great Crested Newts (GCN), water voles, bats and badgers is provided within the detailed species sheets. However, detailed discussions on survey methodologies has been discussed with the Viking Link Project team under our Discretionary Advice Service</p> <p>The advice provided in this letter is based on the information currently available to us and is subject to any material changes in circumstances, including adjustments to the proposals or further information on the protected species.</p> <p>As water voles, GCN and bats are a European Protected Species protected under the Conservation of Habitats and Species Regulations 2010 (as amended), a licence is required in order to carry out any works that involve certain activities such as disturbing or capturing the animals, or damaging or destroying their resting or breeding places. It is for the developer to decide whether a species licence is needed to carry out work directly connected with the proposed development as well as associated mitigation work. The developer may need to engage specialist advice in making this decision.</p> <p>Natural England's advice on this planning application relates only to whether the proposed development (including any proposed mitigation measures) is likely to be detrimental to the maintenance of the species concerned at a favourable conservation status. It does not consider whether the proposal requires a licence, satisfies the three licensing tests or whether a licence is likely to be granted for this proposal. In particular, it should be noted that Natural England is not in a position to advise whether there are alternative solutions that would deliver the stated need while having a lesser impact on the protected species. Under regulation 9(3) of the Habitats Regulations, competent authorities (in this instance the local planning authority) must have regard to the requirements of the Habitats Directive when exercising any of their functions, including whether or not to grant planning permission. This includes having regard to whether the development proposal is likely to negatively affect any European Protected Species (EPS) and whether any necessary licence is likely to be granted by Natural England. This should be based on the advice Natural England has provided in this response on likely impacts on favourable conservation status and our published guidance on the three licensing tests (i.e. no alternative solutions, imperative reasons of overriding public interest and maintenance of favourable conservation status). More information on the requirements to meet the three tests is provided in Defra's draft guidance on the Habitats Directive (of particular interest are paragraphs 125-143) and Natural England's guidance on how we apply the on how we apply the three tests.</p> <p>2. Landfall Sites LF1, LF2 and LF1A General Comments</p>

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		<p>There are a number of points to consider that affect all three of the shortlisted landfall sites:</p> <p>2.1. Lincolnshire Coastal Grazing Marsh Project Natural England notes that all three of the short listed landfall sites fall within or within close proximity to the Lincolnshire Coastal Grazing Marsh Project. Natural England is within the partnership of bodies that supported this project which aims to conserve the remaining traditional grazing marsh. As a result of this project a number of Higher Level Stewardship (HLS) agreements were made. We suggest therefore that you carry out further investigation of these areas particularly when considering options for the cabling route and minimising the impacts from the cable installation as much as possible. Information on the HLS agreements is available on the MAGIC website. We also recommend that you contact the Lincolnshire Wildlife Trust for further information on the coastal grazing marsh project.</p> <p>2.2. Lincolnshire Coastal Country Park This initiative managed by LCC is planning to improve green infrastructure provision and visitor facilities along the Lincolnshire coast and we suggest you contact the Local Planning Authorities to discuss how the proposed Viking Link infrastructure may impact on this project.</p> <p>2.3. National Character Areas Natural England notes the reference to the East Lindsey District Landscape Character Assessment, which is welcome, but we also suggest that you also refer to the National Character Areas (NCAs) which divide England into 159 distinct natural areas. Each is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. NCA boundaries follow natural lines in the landscape rather than administrative boundaries, making them a good decision making framework for the natural environment. For more information on NCA please see the gov.uk website as follows: https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making The area of the Lincolnshire coast where the potential landfall sites are located fall within NCA 42: Lincolnshire Coast and Marshes. A particular feature of interest in this NCA is the archaeological remains, particularly Roman and Bronze Age. There has recently been a detail survey carried out using LIDAR and we suggest you contact the Lincolnshire Wildlife Trust and the Lincolnshire Ecological Records Centre for further information on this.</p> <p>2.4. The England Coastal Path Natural England is currently in the process of finalising the proposed route for the Skegness to Mablethorpe coastal path, the proposals will then be published in a report to the Secretary of State for the Environment, Food and Rural Affairs. This is expected to take place this year. Once published, the report will be available on GOV.UK and advertised in the local press. It is anticipated that this stretch of the coastal path will be established and commence by 2018. Further information on this stretch of the coastal path can be found online: https://www.gov.uk/government/collections/england-coast-path-skegness-to-mablethorpe . Natural England would be happy to further engage in discussions about any interaction the Viking Link project may have with the England coastal path and public rights of way once a final land fall selection is made.</p> <p>2.5. Habitats Regulation Assessment For all three of the proposed landfall sites Natural England advises that a Habitats Regulation Assessment would be necessary to assess the impact of the proposal on the following European Sites:</p> <ul style="list-style-type: none"> • The Wash SPA/Ramsar/SSSI • Humber Estuary SPA/Ramsar/SSSI • Gibraltar Point SPA/Ramsar/SSSI <p>Furthermore Natural England has submitted our formal advice to Defra on a possible new SPA in the Greater Wash and we are awaiting confirmation of the next steps. As a matter of best practice Natural England advises that the possible Greater Wash SPA is scoped into the sites covered in the Habitats Regulation Assessment. Natural England would welcome the opportunity to discuss the preparation of these assessments as the project progresses.</p> <p>3. Site specific comments on Landfall Sites</p>

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		<p>Natural England has provided the following comments in the public consultation feedback forms for the landfall site and reproduces them here for completeness.</p> <p>3.1. Land Fall 1 (North of Anderby Creek) The proposed landfall site is within 1km of the Sea Banks Clay Pits SSSI which is designated for its aquatic plant communities and breeding and wintering passage birds. Whilst the SSSI generally consists of impermeable marine clay we recommend that an assessment of the permeable substrate is carried out to ensure that any de-watering that may be carried out as part of the proposed landfall site will not impact on the hydrology of the SSSI. We note the acknowledgment in paragraph 2.4.3 that Natural England expects mitigation to be employed if working is required in the sand dune habitats We suggest that LF1 would be the most straightforward site to manage, in ecological terms, out of the three shortlisted landfall sites as it is a reasonable distance away from the Sea Banks Clay Pits SSSI.</p> <p>3.2. Land Fall 2 (South of Anderby Creek) This potential landfall site adjoins the Chapel Point to Wolla Bank geological SSSI which is a nationally important geological site designated for its inter-tidal sediments, which record the evidence of early Holocene sea level change. Any proposal for the landfall site and associated works should therefore not impinge upon the boundary of this designation. The Sea Banks Clay Pits SSSI is in close proximity to LF2 which is designated for its aquatic plant communities and breeding and wintering passage birds. There is a Higher Level Stewardship (HLS) agreement associated with the SSSI which recreates wet grassland for breeding birds and we suggest that you contact the Lincolnshire Wildlife Trust for further information on this area. We also recommend that an assessment of the permeable substrate is carried out to ensure that any de-watering that may be carried out as part of the proposed landfall site will not impact on the hydrology of the SSSI. We suggest that out of the three shortlisted landfall sites there would be more ecological and geological issues to consider at LF2 because of its close proximity to the SSSIs.</p> <p>3.3. Land Fall 1a (South of Sandilands) This site is within 0.4km to South of the Huttoft Bank Pit and 0.3km to the north of Sandilands Pits which fall within the group of Sea Banks Clay Pits SSSIs. We recommend that an assessment of the permeable substrate is carried out to ensure that any de-watering that may be carried out as part of the proposed landfall site will not impact on the hydrology of the SSSI.</p> <p>4. CSs Our Comments on the CSs refer to the four options (CS1, 3, 5 and 9) that have been shortlisted as a result of detailed assessment:</p> <p>4.1. CS 1 We welcome that it has been acknowledged in the section on ecology that there is potential to make enhancements through habitat creation and we would welcome the opportunity to discuss this in further detail as the project progresses.</p> <p>4.2. CS 3 We note that according to the Landscape Character Assessment for Boston Borough that this site falls within a landscape character type of moderate to high landscape sensitivity.</p> <p>4.3. CS 5 This site falls within grade 1 land which if classified as Best and Most Versatile (BMV) and would potentially take over 20ha of land (47.16 ha) the following advice would therefore be relevant: In the context of Government's policy for the protection of the 'best and most versatile' (BMV) agricultural land as set out in paragraph 112 of the National Planning Policy Framework, Natural England draws your attention to the following land quality and soil considerations Based on the information provided in the report it appears that this CS sites is likely to comprise approximately 47.16 ha of agricultural land which is classified as 'best and most versatile' (Grades 1, 2 and 3a land in the Agricultural Land Classification (ALC) system). Government policy is set out in Paragraph 112 of the National Planning Policy Framework which states that: 'Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.'</p>

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		<p>It is recognised that a proportion of the agricultural land affected by the development will remain undeveloped (for example as habitat creation and landscaping). In order to retain the long term potential of this land and to safeguard soil resources as part of the overall sustainability of the whole development, it is important that the soil is able to retain as many of its many important functions and services (ecosystem services) as possible through careful soil management.</p> <p>Consequently, we advise that if the development proceeds at this location, the developer uses an appropriately experienced soil specialist to advise on, and supervise, soil handling, including identifying when soils are dry enough to be handled and how to make the best use of the different soils on site. Detailed guidance is available on the Defra website: Construction Code of Practice for the Sustainable Use of Soils on Construction Sites and we recommend that this is followed.</p> <p>4.4. CS 9 We acknowledge that the report has identified wintering bird issues on this site.</p>
VL0561	LCC	<p>Thank you for your consultation documents dated 11 April 2016 in respect of the landfall and CS sites for the Viking Link project. I have undertaken consultation with colleagues and local Councillors on the sites you have selected to consider what the constraints for the identified sites are likely to be. I have also sought clarification on what information will be needed to support a planning application when the County Council is consulted on a planning application by the relevant District Council.</p> <p>The response is structured in a way that highlights each of the identified CSs and landfall sites and the main points that have been raised by each of the disciplines for these sites. For completeness I attach a copy of each of the responses in full so you have to hand a copy of the detailed responses. At the end of the letter I set out the sites that the County Council consider can be taken forward and those that should be discounted. Clearly the determination of any planning application(s) will be for the relevant District Council to determine but clearly they will need to take account of the advice of the County Council in coming to a decision.</p> <p>CSs</p> <p>Site CS 1 – Donington Parish Archaeology - 2 entries on HER within site boundaries which encompass most of the site which are identified as Prehistoric or Romano-British settlement cropmarks. Archaeological evaluation required to assess the impact. Transport/Highways - proposed new access haul road from the A52 Donington by-pass would be more suited to access mid way along bypass between Church Street and Station Road roundabout. Dependent upon the number of turning movements a suitable dedicated right-turn facility may be required to minimise the interruption of normal traffic flows and prevent abnormal queuing. This haul road would assist in avoiding impact on residential properties. Agricultural Land Classification (ALC) - in terms of agricultural land classification this site is Grade 2 land, the distance from this site to the Bicker Fen Substation is 1.29 km and it is noted that there will be difficulty with connecting this site with the public highway.</p> <p>Site CS 3 – Bicker Parish Archaeology - evidence of medieval and post medieval pottery scatter, undated enclosures and ditches south of site. Records show a variety of archaeological features and artefacts which indicate a potential for impact on underlying archaeological remains. An archaeological evaluation would be required to assess the impacts. Transport/Highways – use of existing roads on highway network not be suitable without substantial upgrades being considered. Potential for a new access onto A17 strategic route will need careful consideration. Close proximity of Swineshead Bridge Level Crossing presents potential and significant safety issues and will require support and approval of Network Rail. Also dedicated ghost right turn facility would be required to ensure safe turning movements of vehicles into new access road and sufficient queuing space to prevent any potential for blocking back to the level crossing. Another possibility is to create a left turn only movement resulting in traffic wishing to turn right having to use the A17/52 roundabout to the south. Whilst understanding the current position of Triton Knoll (TK) if this option does come forward suggest that both developers work together to enable joint use of one access road onto the A17 due to its strategic importance and the level of traffic using the A17 throughout the year. Agricultural Land Classification - site is Grade 2 whilst the size of the consultation site is smaller compared to some of others, the additional land potentially required to provide a viable access and distance from the sub-station would increase the impact of this site. The site is approximately 2km from the Bicker Fen substation, and as a result the likely cumulative impact of this site could be significant.</p> <p>Site CS 5 – Swineshead Parish Archaeology – this option is adjacent to Stenning Deserted Medieval Village which may extend into this site and Estoveney Hall which is a moated site. To south-east adjacent to Medieval</p>

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		<p>Manor site and to south-west adjacent to Prehistoric or Romano- British settlement cropmarks. Indication that a Romano-British settlement in centre of the site. Consequently given high potential for archaeology at this site a full archaeological evaluation would have to be undertaken to assess the scale of the impact.</p> <p>Transport/Highways – use of the existing highway network (namely Park Lane) is a possibility as there is an existing junction onto the A17. However this would require a substantial upgrade to accommodate the level of traffic anticipated and a need to review the junction arrangements to ensure safety is not compromised and there are no adverse effects on the A17. Agreement would need to be reached with Network Rail. A ghost island right turn would be required for the haul road. If TK is approved then it would be preferable for same access point to be used.</p> <p>Agricultural Land Classification – although the site has been selected for further consideration it is not considered that there is sufficient evidence to demonstrate this site is suitable.</p> <p>The site is Grade 1 land which is of excellent agricultural merit and high productive. For this reason this site is opposed when there are alternatives available on Grade 2 land. Due to the high agricultural value of this land it should be discounted.</p> <p>Site CS 9 – Bicker Parish</p> <p>Archaeology - borders post medieval flood defence ditches. Records show that there is potential for Neolithic and prehistoric sites in the area. An archaeological evaluation would need to be undertaken to assess the impact on underlying remains.</p> <p>Transport/Highways – this site could utilise the existing haul road that exists from the A52. The use of Cowbridge Road would not be suitable due to impacts previous developments had in this area. Construction of a dedicated access route to the north-east would be preferred. Use of Bicker Road and Vicarage Drove would need to be assessed in terms of the level of traffic movements anticipated as part of the development.</p> <p>Agricultural Land Classification – the site is Grade 2 which is preferable to Grade 1 from an ALC. The site benefits from close proximity to Bicker substation being 0.07 km distant. From an ALC perspective this is the site that is most suitable for further consideration.</p> <p>Landfall Options</p> <p>LF1 – East of Huttoft Village</p> <p>Environmental Services – object to this option. The dunes are situated within an area covered by the Sandhills Act (Have already provided Legal comments in this respect). The dunes form part of the Huttoft Car Terrace to Marsh Yard Dunes Local Wildlife Site. The beach is a Regionally Important Geological Site (RIGS). Land between Huttoft Car Terrace and Huttoft Bank is Huttoft Bank nature reserve. It is jointly managed as grazing marsh habitat by LCC and Lincolnshire Wildlife Trust.</p> <p>Public Access : permissive footpath (all mobility) is being created immediately behind the dunes to give access to Huttoft Marsh Nature Reserve. This will form the route of the England Coast path due to open in 2017. Permissive footpath runs along the eastern side of Huttoft Bank road.</p> <p>The distance between the Mean High Water Mark (MHWM) and Huttoft Bank road is approx. 500m. If the HDD is required to start 300m east of MHWM to avoid Lincshore operations then it may not be possible to avoid the Transition Joint Pit (TJP) being located within the nature reserve causing damage to the grazing marsh habitat and disturbance to the associated wildlife. If it is possible to HDD under the nature reserve and locate the TJP in the arable land to the west of Huttoft Bank there will be constraints on works that can take place above the cable route. Need assurances that new wetland scrapes can be created over the cables and that water levels can be increased in this hydrological unit.</p> <p>Archaeology - a Neolithic polished flint axe has been found within the site, within a Lower Paleolithic flint blade just south of the site and a WW11 pillbox just to the south-west.</p> <p>Transport/Highways – note that it is proposed to be accessed by new haul road from A52 which would be appropriate since Roman Bank, Sea Lane, Sea Road and other existing roads are too narrow and alignments are inappropriate for construction vehicles.</p> <p>Agricultural Land Classification – note this site falls within the Lincolnshire Coast Grazing Marsh area and note that may require substantial additional land for access purposes as the suitable main road is 2.3km from the site.</p> <p>LF2 – South of Anderby Creek</p> <p>Environmental Services – object to this option. Landfall lies within Lincolnshire Coastal Country Park (LCCP). Dunes lie within area covered by Sandhills Act (see comments for LF1 above). Dunes form part of Anderby Creek Sand Dunes LWS. Land between the dunes and Roman Bank road is Anderby Marsh nature reserve owned and managed by LWT. It is an important grazing marsh habitat, part of a single hydrological unit between Anderby and Chapel Six Marshes.</p> <p>Public Access: permissive footpath runs north to south through the dunes between the Round and Round House and Wolla Bank overlooking Anderby Marsh nature reserve and Wolla Bank Reedbed nature reserve (SSSI). This will form the route of the England Coast Path to be open in 2017. Permissive footpaths runs along the eastern side of Roman Bank road.</p> <p>The distance between the Mean High Water Mark (MHWM) and Huttoft Bank road is approx. 500m. If the HDD is required to start 300m east of MHWM to avoid Lincshore operations then it may not be possible to avoid the TJP being located within the nature reserve causing damage to the grazing marsh habitat and disturbance to the associated wildlife. If it is possible to HDD under the nature reserve and locate the TJP in the arable land to the west of Huttoft Bank there will be constraints on works that can take place above the cable route. Need assurances that new wetland scrapes can be created over the cables and that water levels can be increased in this hydrological unit.</p> <p>Transport/Highways – note that it is proposed to be accessed by new haul road from A52 which would be appropriate since Roman Bank, Sea Lane, Sea Road and other existing roads are</p>

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		<p>too narrow and alignments are inappropriate for construction vehicles.</p> <p>Archaeology – Roman potsheds have been found in the north and the south of the site boundaries with a Neolithic flint knife found just south of the area.</p> <p>Agricultural Land Classification – site situated within Lincolnshire Coast Grazing Marsh area. There may be negative factors associated with proximity to the TK cable land fall location should this development proceed.</p> <p>LF1A – Adjacent to Sandilands Golf Club</p> <p>Environmental Services - landfall lies within LCCP. Dunes lie within the area covered by the Sandhills Act (see above). Sandilands golf course lies immediately west of sea defence/sea wall and is part of Sandilands Golf Course and Dunes Local Wildlife Site.</p> <p>Public access for pedestrians and cyclists along the promenade / sea wall between Sandilands and Huttoft Car Terrace. Will form the route of the England Coast Path from 2017. Note this is the narrowest section of land between the MHW and Roman Bank (approx. 125m). This will enable the cable to be HDD between the stated 300m east of MHW to arable land, west of Roman Bank. Ideally if the HDD method is used then the TJP could be located in arable land to the west of Roman Bank with no disturbance to the golf course.</p> <p>Transport/Highways – note that it is proposed to be accessed by new haul road from A52 which would be appropriate since Roman Bank, Sea Lane, Sea Road and other existing roads are too narrow and alignments are inappropriate for construction vehicles.</p> <p>Archaeology - prehistoric Beaker found just north of site.</p> <p>Agricultural Land Classification – outside Coastal Grazing Marsh area. Although there would be impact this would be potentially less than the LF1 and LF2 sites.</p> <p>Additional Information Required</p> <p>Archaeology - archaeological work will need to form part of any mitigation strategy. Do not currently have sufficient site specific information on archaeological potential. A sufficiently detailed archaeological desk top assessment combined with archaeological field walking and geophysical survey where appropriate would allow an assessment to be made on whether intrusive trail trenching may be required to support the Environmental Statement.</p> <p>Highways/Transport – junction layout proposals for temporary and final designs @ 1:500 scale generally to DMRB standards; Swept paths of access proposals and along designated routes at key junctions; and estimate of construction traffic, routings, duration, time of year (note seasonal traffic flows in this area – peaks in summer).</p> <p>Agricultural Land Classification – detailed ALC survey in accordance with Natural England Technical Note TIN049.</p> <p>Soil Management Plan to show how soil will be protected during construction and how land will be restored following construction.</p> <p>Land Drainage – detailed assessment of existing land drainage schemes should be documented with proposals agreed for mitigation both temporary during construction and permanent post construction both in respect of any temporary working areas, or where site has a potential impact on neighbouring land uses.</p> <p>Noise - Whilst not a direct responsibility of the County Council it is considered that further work needs to be undertaken to explain the noise levels from the CS and from the electrical process and cooling fans. It is acknowledged that a full noise assessment will need to be submitted with the Environmental Statement and this should address the noise issues in more detail.</p> <p>Conclusions</p> <p>With regard to the CSs it is clear that due to the high archaeological potential and the highest agricultural land classification (Grade 1) that site CS 5 (Swineshead Parish) should be discounted and removed from the process. Guidance within the National Planning Policy Framework clearly points towards to use of land of a poorer agricultural quality land in preference to higher quality. In this instance where Grade 2 land is available this should be used in preference to sites that are classified as Grade 1. In addition the emerging South-East Lincolnshire Local Plan has identified that Swineshead will accommodate a further 400 dwellings over the next 20 years which could bring residential properties closer to site CS-5 as some of these potential sites are situated between the village curtilage and CS-5. This confirms that site CS-5 should be removed.</p> <p>For the other potential CSs whilst there are no "show stoppers" as is the case for CS-5, the preference from the desktop analysis is that site CS-3 as the preferred site to be taken to the next stage. The CS-3 site is adjacent to the potential site for the TK project and it would have advantages to locate two large industrial buildings together and also could share the necessary infrastructure such as haul roads to the A17. The CS-3 site is further away from the residents of Swineshead and Bicker and the benefit that detailed investigation of the impacts of this site have already been considered. Even if the TK project does not go ahead this site could still have benefits as much of the land negotiations have already been undertaken.</p> <p>The CS-9 site will be opposed by the residents of Bicker due to its proximity to the village and due to the problems encountered with site construction traffic using local public roads for the windfarm development which is close to the CS-9 site. Local residents fear that similar issues will be experienced again.</p> <p>For the landfall options the main driver in coming to a view of the 3 options is based on the comments of the Council's Environmental Services team as the comments from the other disciplines have been neutral for the 3 options. Based on the detailed Environmental Services comments the preferred option is location LF1a. The other 2 options should be discounted due to the potential negative impacts on the nature conservation value contained within sites LF1 and LF2.</p> <p>Finally as you are aware the decision on the Tritton Knoll project is still awaited. Should this scheme be given approval then the assessment of the Viking Link will need to look very carefully at the cumulative impact of two very significant industrial type developments within the open countryside landscape of Lincolnshire.</p>

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VL0562	Crown Estate	<p>Onshore and offshore infrastructure from the Viking interconnector has the potential to impact on seabed, foreshore, river crossings and TCE agricultural land. TCE has already granted rights to perform site investigations on foreshore and seabed. Our heads of terms for cable sections transiting foreshore and seabed have been shared with NG directly and should be returned when ready.</p> <p>My understanding is that a preferred technical solution for onshore routeing will be available in June/July following review of consultation responses, the consultation closing on 20th May. Once known we can confirm the extent of TCE impacted by the project. Loosely speaking there will be two sets of agreements, the first for foreshore and seabed and the second for agricultural/rural land. Once known and if relevant river crossings will be incorporated into the foreshore and seabed agreement, perhaps its easiest to consider these things as “wet” or “dry”. We will incorporate this possibility into the drafting of “wet” agreements as they progresses with Bond Dickinson and Eversheds.</p> <p>XX and I will be the point of contact for “wet” and Iain and our agents the contact for “dry”.</p> <p>We look forward to hearing from you with more detail on the onshore routeing as plans gain certainty.</p>
VL0563	National Farmers Union	<p>1) The key issue for farmers and the NFU is why does the cable have to connect with the electricity grid at Bicker which involves severely affecting more than forty miles of farmland when we feel it can connect at Killingholme with a much shorter journey. At our meeting on February 4 I believe you agreed to let us have detailed reasons for that.</p> <p>2) At the February 4 meeting you said that National Grid would undertake a full public consultation this spring with meetings with farmers beginning then. Farmers and Parish Councils are already speaking to us about their contacts with you or your agents and it would be helpful if we were kept in the loop to help avoid the problems that beset RWE and the Triton Knoll project. I believe you also agreed to send us copies of letters sent to farmers along the route.</p> <p>3) We are very interested in the Bicker Fen site and how low it is in comparison to the surrounding land and what plans you have to make the grid connection there resilient.</p>
VL0564	BBC	<p>I write further to your letter and enclosures of 11 April 2016 concerning the above.</p> <p>Thank you for your agreement to extend the time period for this Council's reply to 27 May (your mail of 8 April) since, initially, we thought that this process might need to go to Planning Committee. In the event, this has not been necessary and this Council's response has been prepared under existing officer delegated powers and taking account of comments from internal consultees, Ward Councillors, my attendance at various public or drop-in events and, more recently some responses to you on your consultation that have been copied to me.</p> <p>Approach to consultation</p> <p>Further to my mail to you of 15 March 2016, following the previous night's presentation to my Members, I was very disappointed at that time that the presentation to members had got down to four sites for the CS without, I believe any actual or request for input from this or any other local authorities. I might have misunderstood conclusions from the January workshop in Lincoln, but I thought we had left it that all those initial tabulated results in the handout which went from BF1 through to BF21 would be followed up with all your workings and thinkings behind those 12 shortlisted so that this authority, and others could feed into and influence your conclusions before moving towards a shorter shortlist.</p> <p>A similar view was expressed by me to your team at the workshop in Boston during November 2015. I feel that this concern is shared by members of the public and some of the elected members that have expressed a view that the consultation process seemed to have moved very quickly down to four sites for the CS.</p> <p>Comparison of site merits</p> <p>I can now see that the Site Selection Report (SSR) does provide commentary and some detail of the shortlist of 21 - CS1 to CS21 but I trust that you will appreciate that this Council has had no input, nor been given the opportunity to input, into this list.</p> <p>However, and all that having been said, I appreciate that you are now seeking the Council's views and that it is necessary to move forward and for this Council to seek to assist you in your deliberations. In any event, had you asked us on a longer shortlist it might well have been that the Council would not have had the ability to respond in detail to your timescale.</p> <p>I think the biggest question from the Council would be that sites have moved from the list of 21, to eight and then down to four almost, it seems, in isolation of each other. Although I see at p.226 of the SSR that there are initial site assessment conclusions, I would have expected some obvious comparisons site against site so that the relative advantages or disadvantages of one site against another could be seen and weighted so that how they fair against each other is clear. What I mean by this is that there is no evidence of how or what the</p>

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		<p>relative weighting of each factor might be and then how each of the 21 score in comparison to each other.</p> <p>By way of example, and I know that I have referred you before to the Triton Knoll pre application, Evidence Plan and consultation processes. I have said to the Examining Authority for the Triton Knoll DCO application that I believe from the Council's perspective that the way in which they sought opinion, took part in discussions and took account of and showed how they had taken account of comments was exemplary in the way of progressing a major infrastructure project through the planning process. Specifically, in terms of how sites fared against each other, one of their scoring criteria was to add a 'local authority weighting' based upon the Council's opinion(s) for a particular candidate site. In this way, some or a different emphasis was given in selection to whether it could be supported (or otherwise) by the local planning authority. This could then be extended to how Parish Councils or other statutory bodies 'scored' a site. I suppose what I am saying is that despite the volume of text and the segregation into Groups A, B, C and D; Table 3.26 looks at each site in relative isolation to another and although there are statements about landscape impact, cable connection distance and access ('close proximity to the A17' or 'local roads would need upgrading') there is no actual relative scoring to see how or why some are in front of or fair better than each other.</p> <p>Paragraph 3.7.1 of the SSR explains that 'on the basis of balancing technical and engineering issues with potential impacts on the environment and local community', a shortlist of four has emerged. Across the area, even on the coarse level of information we have on the Agricultural Land Classifications, for example, a simple tabulated matrix would very quickly show the different agricultural land classifications site by site and then compare them against each other...those in the east have a higher general grade than those to the west. For the reasons I have set out above, I cannot see how that balancing (site against site) has been carried out.</p> <p>Finally, in the Planning Policy Considerations part of the SSR (p.220), at para 3.4.452 it is concluded that "there are no differentiating factors when considering the shortlisted CS sites in context of the relevant policy". This I find extremely surprising in that I cannot accept (if this means the 21 sites) that there is nothing to choose between them in policy terms. I regard this as a fundamental flaw in selection and also further emphasises my point that there is no evidence that the sites have been compared and weighted against each other. I hope this is satisfactorily explains my view on this point of site comparisons.</p> <p>Assessing consultation responses</p> <p>This then leads me to other consultees. The Council has previously requested on such exercises that it might not be able to fully formulate a reply until it has an understanding of what the community might feel, as a whole. Thus, I would like to see the 'consultation feedback report' which is referred to at para 4.2.2 of the SSR. At that stage the Council will, if it is able, express a preference for a CS site out of the shortlist. That is not to say that debate and discussion cannot continue; it may be that the comments in the remainder of this response will enable more information to inform the Council's response. You say (para 4.2.1) that analysis from technical and environmental assessments will be used in deciding on preferred site options; the Council would like to have sight of these assessments.</p> <p>I think as a minimum that you should consult all the relevant Council(s) when you have produced the consultation feedback report and received the technical and environmental assessments that are referred to. In view of the value of productive pre-application engagement, I think that this is a reasonable request. Your decision on a preferred CS site will then be informed by up to date Council feedback.</p> <p>This Council's approach to pre-application advice is that the proper use of this facility means that if and when any application comes in, the applicant can be confident that they have addressed everything to make an application technically correct and, more importantly, the applicant knows precisely what the view of the local planning authority is likely to be (without prejudice). The aim should be that an application when submitted should have the support of the authority so that all parties know that issues have been highlighted, addressed and resolved - or which are still unresolved and thus what the application process then needs to focus upon to seek a satisfactory resolution.#</p> <p>Specific comments on the Site Selection Report</p> <p>At this stage and without prejudice to any future decisions of the Planning Committee I would not wish to suggest that you investigate any other candidate sites. Similarly, I cannot come to any different conclusions on your selection results without understanding the weightings that you have used. It is only, for example, that the list of eight includes indications of potential access routes but my understanding from one of our conversations is that these are not based upon any land owner agreements or undertakings and, indeed there have been no discussions with those landowners involved. I wonder therefore what weight can be given to these indications of access routes and of their prospects of being truly available as solutions, or being deliverable.</p> <p>Policy</p> <p>The Planning Policy Considerations section (from para 3.4.425 on) incorrectly lists Policies G5 and G9 from the 1999 Local Plan. I can advise that these policies were not saved in the</p>

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		<p>2007 Saving Direction and therefore would not feature in any consideration. Similarly, Policy C01: Development in the Countryside is a saved policy but is omitted from the list. I would also query the relevance of Policy ED11 that is listed. I say this since this is a permissive, criteria based policy which relates to '.....permission will be granted for development that will provide a renewable energy source,...'. Strictly the Viking Link is not providing a renewable energy source since the Interconnector is to link two national grids which will have a variety of generators contributing to the grids.</p> <p>On the emerging South East Lincolnshire Local Plan, the January 2016 Draft for Public Consultation indicates Potential Housing Sites and Inset Map 10 of the Draft, for Swineshead is not referred to in your text. Whilst we are all agreed that little material weight can be given to the Plan at this stage, it would again be useful for any scoring matrix to acknowledge that there are three potential housing allocations between the current Swineshead settlement and the A17. I say this since at a density of 30dph there could be proposed allocations for over 500 houses in these areas closer to candidate sites CS5/CS6 and CS 10 than at present.</p> <p>This again demonstrates the value of effective pre-application engagement so that things like the relevant policies that might be brought to bear or will have to be satisfied can be identified and agreed in advance.</p> <p>Noise</p> <p>You will recall that we started receiving approaches from your noise consultants - RPS Planning & Development - after this first phase consultation had commenced. The purpose is to discuss and agree noise assessment methodologies. I am presently awaiting further contact from Mr Evans so that we might meet with Environmental Health colleagues. Although it might be unnecessary to have conducted noise assessments for each of the 21; I would expect that before coming to a final preferred site, at least the four shortlisted would have been the subject of more detailed noise scrutiny. The emphasis that has been placed upon noise and what I have seen from representations to you recently suggests to me that my email to you of 21 January 2016 - and where I said that further acoustic assessments will need to consider potential scenarios based upon the locations of the shortlisted Viking Link sites with existing data and the predicted noise levels for the Triton Knoll Substation (with mitigation) - are still relevant. If I may, I cannot see how a site can be selected until some site specific assessments have been carried out and you have not shared the indicative noise assessment(s) that has been referred to. The SSR indicates that each of the Preferred Sites is capable of being mitigated to the noise thresholds that we have recommended but at this stage there are no details as to how each site will achieve this either individually or cumulatively. There also does not appear to be any reference to low frequency noise.</p> <p>We still need a separate discussion on any Planning Performance Agreement. Although the detailed costs of particular stages or issue specific assessments have not been provided by me to you, I have nevertheless indicated the general pre-application fee and level of advice at this stage which remains outstanding.</p> <p>Finally, I am grateful for the Approach to Consenting explanation and I think we are now all agreed on the process of planning application and fee administration.</p> <p>I trust that this is of assistance and I look forward to a continuing detailed dialogue with you and the team so that decisions you make are made with the benefit of full advice and opinion.</p>
VL0588	LCC	<p>Thank you for your consultation documents dated 11 April 2016 in respect of the landfall and CS sites for the Viking Link project. I have undertaken consultation with colleagues and local Councillors on the sites you have selected to consider what the constraints for the identified sites are likely to be. I have also sought clarification on what information will be needed to support a planning application when the County Council is consulted on a planning application by the relevant District Council.</p> <p>The response is structured in a way that highlights each of the identified converter stations and landfall sites and the main points that have been raised by each of the disciplines for these sites. For completeness I attach a copy of each of the responses in full so you have to hand a copy of the detailed responses. At the end of the letter I set out the sites that the County Council consider can be taken forward and those that should be discounted. Clearly the determination of any planning application(s) will be for the relevant District Council to determine but clearly they will need to take account of the advice of the County Council in coming to a decision.</p> <p>CSs</p> <p>Site CS I — Donington Parish</p> <p>Archaeology - 2 entries on HER within site boundaries which encompass most of the site which are identified as Prehistoric or Romano-British settlement cropmarks. Archaeological evaluation required to assess the impact.</p> <p>Transport/Highways - proposed new access haul road from the A52 Donington by-pass would be more suited to access mid way along bypass between Church Street and Station Road roundabout. Dependent upon the number of turning movements a suitable dedicated right-turn facility may be required to minimise the interruption of normal traffic flows and prevent abnormal queuing. This haul road would assist in avoiding impact on residential properties</p>

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		<p>Agricultural Land Classification (ALC) - in terms of agricultural land classification this site is Grade 2 land, the distance from this site to the Bicker Fen Substation is 1.29 km and it is noted that there will be difficulty with connecting this site with the public highway.</p> <p>Site CS3—Bicker Parish</p> <p>Archaeology - evidence of medieval and post medieval pottery scatter, undated enclosures and ditches south of site. Records show a variety of archaeological features and artefacts which indicate a potential for impact on underlying archaeological remains. An archaeological evaluation would be required to assess the impacts.</p> <p>Transport/Highways — use of existing roads on highway network not be suitable without substantial upgrades being considered. Potential for a new access onto A17 strategic route will need careful consideration. Close proximity of Swineshead Bridge Level. Crossing presents potential and significant safety issues and will require support and approval of Network Rail. Also dedicated ghost right turn facility would be required to ensure safe turning movements of vehicles into new access road and sufficient queuing space to prevent any potential for blocking back to the level crossing. Another possibility is to create a left turn only movement resulting in traffic wishing to turn right having to use the M7152 roundabout to the south. Whilst understanding the current position of Triton Knoll (TK) if this option does come forward suggest that both developers work together to enable joint use of one access road onto the A17 due to its strategic importance and the level of traffic using the A17 throughout the year.</p> <p>Agricultural Land Classification - site is Grade 2 whilst the size of the consultation site is smaller compared to some of others, the additional land potentially required to provide a viable access and distance from the sub-station would increase the impact of this site. The site is approximately 2km from the Bicker Fen substation, and as a result the likely cumulative impact of this site could be significant.</p> <p>Site CS 5— Swineshead Parish</p> <p>Archaeology — this option is adjacent to Stenning Deserted Medieval Village which may extend into this site and Estovening Hall which is a moated site. To south-east adjacent to Medieval Manor site and to south-west adjacent to Prehistoric or Romano- British settlement cropmarks. Indication that a Romano-British settlement in centre of the site. Consequently given high potential for archaeology at this site a full archaeological evaluation would have to be undertaken to assess the scale of the impact.</p> <p>Transport/Highways — use of the existing highway network (namely Park Lane) is a possibility as there is an existing junction onto the A17. However this would require a substantial upgrade to accommodate the level of traffic anticipated and a need to review the junction arrangements to ensure safety is not compromised and there are no adverse effects on the A17. Agreement would need to be reached with Network Rail. A ghost island right turn would be required for the haul road. If TK is approved then it would be preferable for same access point to be used.</p> <p>Agricultural Land Classification — although the site has been selected for further consideration it is not considered that there is sufficient evidence to demonstrate this site is suitable. The site is Grade 1 land which is of excellent agricultural merit and high productive. For this reason this site is opposed when there are alternatives available on Grade 2 land. Due to the high agricultural value of this land it should be discounted.</p> <p>Site CS 9 — Bicker Parish</p> <p>Archaeology - borders post medieval flood defence ditches. Records show that there is potential for Neolithic and prehistoric sites in the area. An archaeological evaluation would need to be undertaken to assess the impact on underlying remains.</p> <p>Transport/Highways — this site could utilise the existing haul road that exists from the A52. The use of Cowbridge Road would not be suitable due to impacts previous developments had in this area. Construction of a dedicated access route to the north east would be preferred. Use of Bicker Road and Vicarage Drove would need to be assessed in terms of the level of traffic movements anticipated as part of the development.</p> <p>Agricultural Land Classification — the site is Grade 2 which is preferable to Grade I from an ALC. The site benefits from close proximity to Bicker substation being 0.07 km distant. From an ALC perspective this is the site that is most suitable for further consideration.</p> <p>Landfall Options</p> <p>LFI — East of Huttoft Village</p> <p>Environmental Services — object to this option. The dunes are situated within an area covered by the Sandhills Act (Have already provided Legal comments in this respect). The dunes form part of the Huttoft Car Terrace to Marsh Yard Dunes Local Wildlife Site. The beach is a Regionally Important Geological Site (RIGS). Land between Huttoft Car Terrace and Huttoft Bank is</p>

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		<p>Huttoft Bank nature reserve. It is jointly managed as grazing marsh habitat by LCC and Lincolnshire Wildlife Trust.</p> <p>Public Access; permissive footpath (all mobility) is being created immediately behind the dunes to give access to Huttoft Marsh Nature Reserve. This will form the route of the England Coast path due to open in 2017. Permissive footpath runs along the eastern side of Huttoft Bank road. The distance between the Mean High Water Mark (MHWM) and Huttoft Bank road is approx. 500m. If the HDD is required to start 300m east of MHWM to avoid Lincshore operations then it may not be possible to avoid the Transition Joint Pit (TJP) being located within the nature reserve causing damage to the grazing marsh habitat and disturbance to the associated wildlife. If it is possible to HDD under the nature reserve and locate the TJP in the arable land to the west of Huttoft Bank there will be constraints on works that can take place above the cable route. Need assurances that new wetland scrapes can be created over the cables and that water levels can be increased in this hydrological unit.</p> <p>Archaeology - a Neolithic polished flint axe has been found within the site, within a Lower Paleolithic flint blade just south of the site and a WW1 1 pillbox just to the south-west.</p> <p>Transport/Highways — note that it is proposed to be accessed by new haul road from A52 which would be appropriate since Roman Bank, Sea Lane, Sea Road and other existing roads are too narrow and alignments are inappropriate for construction vehicles.</p> <p>Agricultural Land Classification — note this site falls within the Lincolnshire Coast Grazing Marsh area and note that may require substantial additional land for access purposes as the suitable main road is 2.3km from the site.</p> <p>LF2 — South of Anderby Creek</p> <p>Environmental Services — object to this option. Landfall lies within Lincolnshire Coastal Country Park (LCCP). Dunes lie within area covered by Sandhills Act (see comments for LF1 above). Dunes form part of Anderby Creek Sand Dunes LWS. Land between the dunes and Roman Bank road is Anderby Marsh nature reserve owned and managed by LWT. It is an important grazing marsh habitat, part of a single hydrological unit between Anderby and Chapel Six Marshes.</p> <p>Public Access: permissive footpath runs north to south through the dunes between the Round and Round House and Wolla Bank overlooking Anderby Marsh nature reserve and Wolla Bank Reedbed nature reserve (SSSI). This will form the route of the England Coast Path to be open in 2017. Permissive footpaths runs along the eastern side of Roman Bank road. The distance between the Mean High Water Mark (MHWM) and Huftoft Bank road is approx. 500m. If the HDD is required to start 300m east of MHWM to avoid Lincshore operations then it may not be possible to avoid the TJP being located within the nature reserve causing damage to the grazing marsh habitat and disturbance to the associated wildlife, If it is possible to HDD under the nature reserve and locate the TJP in the arable land to the west of Huftoft Bank there will be constraints on works that can take place above the cable route. Need assurances that new wetland scrapes can be created over the cables and that water levels can be increased in this hydrological unit.</p> <p>Transport/Highways — note that it is proposed to be accessed by new haul road from A52 which would be appropriate since Roman Bank, Sea Lane, Sea Road and other existing roads are too narrow and alignments are inappropriate for construction vehicles.</p> <p>Archaeology — Roman potsheds have been found in the north and the south of the site boundaries with a Neolithic flint knife found just south of the area.</p> <p>Agricultural Land Classification — site situated within Lincolnshire Coast Grazing Marsh area. There may be negative factors associated with proximity to the TK cable land fall location should this development proceed.</p> <p>LFIA— Adjacent to Sandilands Golf Club</p> <p>Environmental Services - landfall lies within LCCP. Dunes lie within the area covered by the Sandhills Act (see above). Sandilands golf course lies immediately west of sea defence/sea wall and is part of Sandilands Golf Course and Dunes Local Wildlife Site. Public access for pedestrians and cyclists along the promenade I sea wall between Sandilands and Huttoft Car Terrace. Will form the route of the England Coast Path from 2017. Note this is the narrowest section of land between the MHWM and Roman Bank (approx. 125m). This will enable the cable to be HDD between the stated 300m east of MHWM to arable land, west of Roman Bank. Ideally if the HDD method is used then the TJP could be located in arable land to the west of Roman Bank with no disturbance to the golf course.</p> <p>Transport/Highways — note that it is proposed to be accessed by new haul road from A52 which would be appropriate since Roman Bank, Sea Lane, Sea Road and other existing roads are too narrow and alignments are inappropriate for construction vehicles.</p> <p>Archaeology - prehistoric Beaker found just north of site.</p> <p>Agricultural Land Classification — outside Coastal Grazing Marsh area. Although there would be impact this would be potentially less than the LF1 and LF2 sites.</p> <p>Additional Information Required</p>

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Soil Management Plan to show how soil will be protected during construction and how land will be restored following construction.</p> <p>Land Drainage — detailed assessment of existing land drainage schemes should be documented with proposals agreed for mitigation both temporary during construction and permanent post construction both in respect of any temporary working areas, or where site has a potential impact on neighbouring land uses.</p> <p>Noise - Whilst not a direct responsibility of the County Council it is considered that further work needs to be undertaken to explain the noise levels from the CS and from the electrical process and cooling fans. 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In addition the emerging South-East Lincolnshire Local Plan has identified that Swineshead will accommodate a further 400 dwellings over the next 20 years which could bring residential properties closer to site CS-5 as some of these potential sites are situated between the village curtilage and CS-5. This confirms that site CS-S should be removed.</p> <p>For the other potential CSs whilst there are no “show stoppers” as is the case for CS-5, the preference from the desktop analysis is that site CS-3 as the preferred site to be taken to the next stage. The CS-3 site is adjacent to the potential site for the TK project and it would have advantages to locate two large industrial buildings together and also could share the necessary infrastructure such as haul roads to the A17. The CS-3 site is further away from the residents of Swineshead and Bicker and the benefit that detailed investigation of the impacts of this site have already been considered. Even if the TK project does not go ahead this site could still have benefits as much of the land negotiations have already been undertaken.</p> <p>The CS-9 site will be opposed by the residents of Bicker due to its proximity to the village and due to the problems encountered with site construction traffic using local public roads for the windfarm development which is close to the CS-9 site. Local residents fear that similar issues will be experienced again.</p> <p>For the landfall options the main driver in coming to a view of the 3 options is based on the comments of the Council’s Environmental Services team as the comments from the other disciplines have been neutral for the 3 options. Based on the detailed Environmental Services comments the preferred option is location LF1a. The other 2 options should be discounted due to the potential negative impacts on the nature conservation value contained within sites LF1 and LF2.</p> <p>Finally as you are aware the decision on the Tritton Knoll project is still awaited. Should this scheme be given approval then the assessment of the Viking Link will need to look very carefully at the cumulative impact of two very significant industrial type developments within the open countryside landscape of Lincolnshire,</p> <p>LCC continued...</p> <p>Savills - Viking Link Project Consultation April/May 2016</p> <p>Introduction</p> <p>Savills (UK) Limited (“Savills”) have been instructed on behalf of LCC (“LCC”) to provide comment on the sites identified within the National Grid Viking Link consultation exercise which commenced on 1 101 April and closes on 2001 May 2016 Savills’ comments relate to the impact of the proposal on agriculture, land use, and soils, including related issues of agricultural land drainage</p>

Table 13.1 Phase 1 Consultation Feedback - Stakeholders

VL Ref	Stakeholder	Feedback received
		<p>We have also been asked to confirm what information would be required at the planning application stage, and again our input is provided for the same specific subject areas Site Selection General Criteria.</p> <p>Our comments are made in the context of the National Grid Viking Link document “UK Onshore Scheme Site Selection Report April 2016” (“the report”), and also the further consultation information which has been made available at Viking-link.co.</p> <p>In order to evaluate the selection of sites, we have reviewed the information provided in the report in view of our remit, the key factors we have considered include Agricultural Land Classification, the impact of the site access required, the impact of the potential site size, and cumulative impact including, for the CSs, the proximity to the Bicker substation</p> <p>We have set out our general comments on these criteria below:</p> <p>Agricultural Land Classification</p> <p>In respect of Agricultural Land Classification (“ALC”), the primary concern is that the CS sites are located within an area of good quality arable land, as identified within the Agricultural Land Classification of England and Wales”. The ALC system classifies land into five grades, with Grade 3 subdivided into sub-grades 3a and 3b. The best and most versatile land is defined as Grades 1, 2 and 3a and is the land which is most flexible, productive and efficient in response to inputs and which can best deliver food and non-food crops for future generations</p> <p>All of the CS sites within the report identified are comprised of land classified as either Grade I or Grade 2</p> <p>In accordance with Government Planning Practice Guidance The National Planning Policy Framework expects local planning authorities to take into account the economic and other benefits of the best and most versatile agricultural land. This is particularly important in plan making when decisions are made on which land should be allocated for development. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.</p> <p>More detailed guidance is provided within the Natural England Technical Information Note TINO49 “Agricultural Land Classification Protecting the Best and Most Versatile Agricultural Land” (“TINO49”)</p> <p>On this basis it would be preferable that a site within an area of Grade 2 land should be chosen rather than a site which is within an area or Grade I land</p> <p>See also comments in the section “Further Information Required at Planning Application Stage”</p> <p>Site Access</p> <p>The likelihood of a requirement for additional access roads to potential sites could be assumed to result in a further loss in productive agricultural land and we have taken into account the influence of this factor on the individual sites. Due to Savills involvement with the management of the LCC County Farms Estate, we have some knowledge of the area in the vicinity of the Bicker Fen Substation. Although the Highways and Transport implications should be considered by the other more specialist parties we would like to highlight that public highways such as ‘Timm’s Drove’ referred to in the report, would be wholly unsuitable for use by heavy construction traffic</p> <p>See also comments in the section “Further Information Required at Planning Application Stage”</p> <p>Consultation Site Size</p> <p>In addition to the points raised above, the site size will directly affect the loss of agricultural land, potential impact of localised land drainage and potentially the cumulative impact of the scheme. We would question the necessity of the dramatic variation in the area of the various site options considered It would have been more helpful in considering the options if more equally sized areas had been presented If there is likely to be any variation in size from site to site we would have a preference for a smaller site footprint so as to reduce the permanent loss of agricultural land.</p> <p>See also comments in the section “Further Information Required at Planning Application Stage”</p> <p>Cumulative Impact Proximity to Bicker Substation</p> <p>If it is assumed that, in accordance with the report, the site must be located within a fairly close proximity to Bicker Fen substation (a figure of 5km is quoted in the consultation papers), then there are likely to be advantages for positioning the Viking Link CS more closely with the Bicker Fen substation (and potentially also the proposed TKOWF substation).</p> <p>The proximity of the consultation sites to Bicker Fen substation, and indeed potentially the location of the proposed Triton Knoll Offshore Wind Farm (TKOWF) substation will influence the impact of the project. The overall impact may potentially be mitigated, for instance by the ability to allow the sharing of access roads and reducing the wider effect on localised land drainage</p>

Table 13.1 Phase 1 Consultation Feedback - Stakeholders

VL Ref	Stakeholder	Feedback received
		<p>We note that the requirement for cabling between the converter site and substation is of a specification which is potentially more extensive than the suggested specification for the cabling between landfall and the CS. The impact of this potential requirement can be reduced by positioning the CS closer to the substation.</p> <p>Site Specific Comments CS Sites</p> <p>We note that the consultation exercise is being undertaken on the sites identified as CS1, CS3, CS5 and C59</p> <p>CS1</p> <p>The site is Grade 2 land which is preferable to sites located on Grade 1 land from the aspect of ALC.</p> <p>The site is situated 1.84 km from a "main road" (as detailed in the report).</p> <p>The consultation site is of an average size in comparison to the other potential sites.</p> <p>The distance to the Bicker Fen Substation is 1.29 km which may cause negative impacts, however it is also noted that both sites C53 and CS5 are located even further from the substation</p> <p>Due to both the distance from the Bicker Fen substation, and the difficulty of connecting with the public highway network, this is not our preferred site of the consultation options.</p> <p>CS3</p> <p>The site is Grade 2 land which is preferable to sites located on Grade 1 land from the aspect of ALC.</p> <p>Site C53 is located a large distance (2.6 km) from a "main road" (as detailed in the report).</p> <p>Although the consultation site is of a size (11.68ha) at the lower end of the range for the consultation sites, the additional land potentially required to provide a viable access to the site and the distance from the substation (see also below) would potentially increase the impact of the scheme.</p> <p>The site is approximately 2 km from the Bicker Fen substation, and as a result the likely cumulative impact of this site could be significant</p> <p>Due to both the distance from the Bicker Fen substation, and the difficulty of connecting with the public highway network, this is not our preferred site of the consultation options.</p> <p>C55</p> <p>Although this site has been selected for further consideration by the consultation report, in our opinion the report does not provide any supporting evidence to suggest that it is suitable.</p> <p>The site is Grade 1 land, which is of excellent agricultural merit and high productivity. We would oppose the selection of this site when alternative sites were available on Grade 2 land.</p> <p>Site CS5 is located a short distance (0.03 km) from a "main road" (as detailed in the report).</p> <p>The size of the consultation area of the site is 47.16ha, which is the largest area of any considered site. Given the excellent quality of the land we would wish to see the area of any permanent agricultural land loss minimised</p> <p>The site is approximately 2.9 km from the Bicker fen substation and as a result the likely cumulative impact of this site could be significant.</p> <p>Due to these negative considerations we feel that the site should be discounted.</p> <p>CS9</p> <p>The site is Grade 2 land which is preferable to Grade 1 sites from the aspect of ALC.</p> <p>Although at present the proximity to access routes is poor at 2.34km (as detailed in the report), there may be potential for a shared access with the proposed TKOWF project (if that project proceeds) in order to reduce the impact of the scheme.</p> <p>The size of the consultation site is the smallest of all the potential site areas at 11.3ha reducing the potential loss of productive agricultural land.</p> <p>The site benefits from close proximity to Bicker substation, being 0.07 km.</p> <p>It is our opinion that this site is the most suitable for further consideration.</p> <p>Conclusion</p>

Table 13.1 Phase 1 Consultation Feedback - Stakeholders

VL Ref	Stakeholder	Feedback received
		<p>Our desktop assessment of the proposals based on the information within the report points to a preferred site of CS9. It is our opinion that the cumulative impact of site CS9 on the scheme could be potentially reduced through collaboration with the potential TKOWF project (if indeed this comes to fruition) on matters including inter alia, access and drainage. This could further strengthen the suitability of CS9.</p> <p>Land Fall Sites We note that the consultation is being undertaken on the sites identified as LF1, LF1 a and LF2</p> <p>LF1 This landfall sites falls within the Lincolnshire Coast Grazing Marsh area. This site may require substantial additional land to provide access as at present the nearest suitable main road (as detailed in the report) is 2.3km from the site. Although the original size of LF1 makes consideration of the impact more difficult, the vast reduction of the recommended area has increased the site potential for further consideration.</p> <p>LF1A This site is located outside of the Lincolnshire Coast Grazing Marsh area. However it appears to fall within a Recommended Marine Conservation Zone. It is located 1 km from the nearest main road (as detailed in the report). The site size is at the lower end of the range of the consultation sites, at 10.5ha Although there would be an impact, this would potentially be less than the impact of LFI or LF2.</p> <p>LF2 This site is situated with the Lincolnshire Coast Grazing Marsh area. The nearest main road is located at a distance of 3.8 km (as detailed in the report). The consultation site is larger than the area of LF1 and LF1a. This large area makes it more difficult to assess the site as acceptable. There may be negative factors associated with the proximity to the TKOWF cable land fall location. The potential impact of the site is potentially greater due to these factors, and therefore it is our opinion that it would less suitable for further consideration</p> <p>Conclusion Taking into account the above factors the most preferable location is LF1a. Although this falls outside of our remit we note that the main pitfall of this site is its proximity to a residential site</p> <p>Further Information Required at Planning Application Stage:</p> <p>Detailed ALC survey In accordance with Natural England Technical Information Note T1N049, the ALC is “not sufficiently accurate for use in assessment of individual fields or development sites, and should not be used other than as general guidance”. On this basis we would like to see a detailed ALC field survey of the selected proposed CS site in accordance with T1N049.</p> <p>Soil Management A Soil Management Plan should be provided to show how the applicant will protect soil during construction and how the land will be restored following construction, in accordance with “Construction Code of Practice for the Sustainable Use of Soils on Construction Sites”³ with particular reference to any temporary working areas which are to be restored to agricultural use</p> <p>Land Drainage</p>

Table 13.1 Phase 1 Consultation Feedback - Stakeholders

VL Ref	Stakeholder	Feedback received
		<p>A detailed assessment of the existing land drainage schemes should be documented (including engaging with stakeholders), with proposals agreed for mitigation both temporary during construction and permanent post construction, both in respect of any temporary working areas, or where a site has a potential impact on neighbouring land use.</p> <p>Site Access As part of any application detailed information should be provided on the routes of any site access including both permanent and temporary requirements for land taken.</p> <p>Potential Collaboration with the Proposed TKOWF Onshore Electrical Infrastructure Project. We would like to see confirmation from National Grid Viking Link to demonstrate the measures that have been taken to enable where possible collaboration with the TKOWF project In particular this may potentially include site access to the CS. This would have the potential to reduce the impact on the loss of productive agricultural land Collaboration has the potential to mitigate the cumulative impact of the two proposed schemes</p> <p>Justification of CS Site Size We note that the applicant intends to adopt the “Rochdale Envelope” approach, but would wish to see justification of the size of the selected CS site, and in particular that the site is no larger than reasonably necessary, given the associated loss of high quality agricultural land.</p> <p>Note on the Wider Scheme It should also be noted that until the cable corridor has been identified, the impact of the scheme as a whole cannot be fully assessed. We appreciate that the cable route is necessarily a function of the location of the landfall and converter site locations, and cannot be proposed until these sites are known, but the entire on-shore scheme should be assessed together as one scheme</p> <p>N.B. LCC land ownership It should be noted that land owned by LCC (being part of the County Farms Estate) is located within parts of the “shortlisted” converter site identified as C55.</p>

CONTACT US



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