

**Viking Link: UK Onshore Scheme
Planning Appeal
Core Document Reference 4.7
Phase 2 Consultation Feedback Report**

VikingLink

nationalgrid

UK Onshore Scheme

Phase 2 Consultation

Feedback Report Volume 1

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1 Introduction

1.1 Background

1.1.1 Viking Link is a proposed 1400 megawatt (MW) high voltage direct current (DC) electricity link (or interconnector) between the British and Danish transmission systems which will allow electricity to be exchanged between the two countries equivalent to around 1.3% of Great Britain's current usage. It is being jointly developed by National Grid Viking Link Limited (NGVL) and its development partner Energinet.dk (ENDK).

1.1.2 An overview of Viking Link is illustrated in Figure 1.1. The Project comprises approximately 760km of DC onshore and offshore electricity transmission cables between new converter stations at each end of the link. These are in turn connected to the high voltage electricity transmission networks at existing substations in Bicker Fen, Lincolnshire in Great Britain and at Revsing, south Jutland in Denmark.

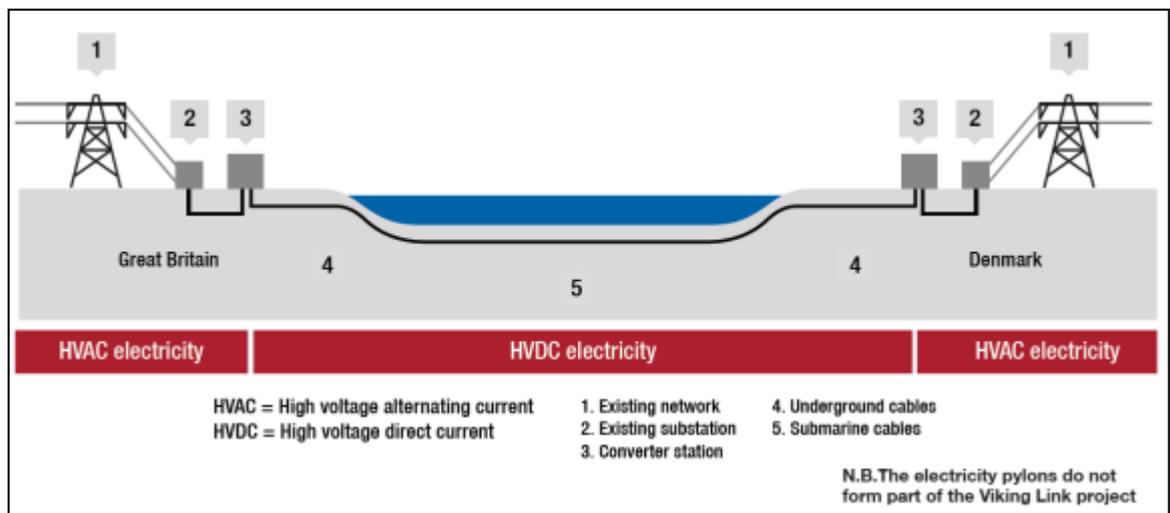


Figure 1.1 Overview of Viking Link

1.1.3 More specifically the Project comprises the following:

- In Denmark, referred to as the 'DK Onshore Scheme':
 - New equipment within an existing 400 kV substation and a high voltage alternating current (AC) connection between the existing electricity transmission system and a new converter station;
 - New converter station to change electricity between AC and DC or vice versa depending on direction of operation;

- Onshore underground DC cables from a converter station to the coast in western Denmark.
 - In the North Sea (Danish, German, Dutch and United Kingdom Exclusive Economic Zones (EEZ)), referred to as the 'Offshore Scheme':
 - Approximately 650 km of submarine DC cables buried in the seabed for as much of their length as practicable.
 - In the United Kingdom, referred to as the 'UK Onshore Scheme':
 - Onshore underground DC cables from the Lincolnshire coast to a new converter station;
 - New converter station to change electricity between DC and AC or vice versa depending on direction of operation;
 - AC cables from the converter station to new equipment within an existing substation which connects to the existing electricity transmission system.
- 1.1.4 The interconnector will enable more effective use of renewable energy, access to sustainable electricity generation and improved security of electricity supplies. Thus it will have socioeconomic benefits for both Denmark and Great Britain and the wider European community.
- 1.1.5 Viking Link has been designated a Project of Common Interest (PCI) under the TEN-E Regulations. These set out guidelines to assist in the development of energy networks within Europe, in particular streamlining the permitting process for major energy infrastructure projects that contribute to European energy networks. Under the TEN-E Regulations, developers are required to consult with all stakeholders and provide an opportunity for them to attend meetings, comment on proposals and discuss any concerns they may have on the Project.

1.2 Purpose of the report

- 1.2.1 NGVL is currently undertaking a comprehensive pre-application engagement programme on the Viking Link project.
- 1.2.2 This report presents a detailed account of the stakeholder engagement and public consultation which has been undertaken following the Phase 1 Consultation. It includes details of the Public Participation Events which were held in July and August 2016 and the Phase 2 Consultation held from Monday, 5 September 2016 to Friday, 14 October 2016.
- 1.2.3 The Public Participation Events were held to introduce the Project to local residents, landowners and stakeholders across the Cable Route Corridor Search Area and give people the opportunity to comment on proposals at an early stage.
- 1.2.4 The Phase 2 Consultation sought views on the underground DC cable route corridor options between the preferred landfall site at Boygriff, East Lindsey and the preferred converter station site at North Ing Drove, South Holland.
- 1.2.5 The Phase 2 Consultation also sought views on the design style options for the converter station building.

- 1.2.6 This report also sets out the feedback received, along with NGVL's responses to the key issues and themes raised.

1.3 Structure of the report

- 1.3.1 This Consultation Feedback Report is split into three volumes.

- 1.3.2 Volume 1 is structured as follows:

Chapter 1 – provides a general introduction about the Project

Chapter 2 – outlines the approach to the Phase 2 Consultation and engagement undertaken

Chapter 3 – details the delivery of the Phase 2 Consultation

Chapter 4 – provides a summary of the Phase 2 Consultation feedback received.

- 1.3.3 Volume 2 is structured as follows:

Chapter 5 – provides NGVL's responses to feedback on cable route corridors

Chapter 6 – provides NGVL's responses to feedback on converter station design styles

Chapter 7 – provides NGVL's responses to the Phase 2 Consultation feedback - stakeholders.

- 1.3.4 Volume 3 of this report contains chapter 8, the appendices.

2 Approach to consultation

2.1 Overview

2.1.1 NGVL has committed to engage with stakeholders throughout the development of the Project. The objectives of the engagement activities are:

- to engage and consult publicly on the Project;
- to seek feedback to help inform NGVL's decisions; and
- to ensure NGVL delivers a compliant and robust consultation programme to support its planning applications.

2.1.2 The development of the UK Onshore Scheme has been set out in two stages. The first stage was the identification and assessment of options for landfall and converter station sites (siting) and the second stage was the identification and assessment of the underground DC cable route corridor options (routeing) as well as converter station design style options.

2.1.3 To complement this, a phased approach to consultation has been adopted to allow feedback from stakeholders to be fed into the decision-making process at points where it can influence the development of the proposals.

2.1.4 All engagement and consultation activity undertaken takes into account NGVL's and Energinet.dk's approaches to community engagement. These require that consultation activity include:

- explaining the Project;
- explaining the options and why here, and why now;
- linking the Project to the community;
- explaining the benefits;
- listening to feedback;
- minimising impact; and
- ensuring sustainability.

2.1.5 NGVL has delivered two phases of consultation and a series of Public Participation Events. The *UK Onshore Scheme Phase 1 Consultation Feedback Report (VKL-08-06-G500-003)* was published in August 2016 and sets out the feedback received on the shortlisted site options for the landfall point and converter station.

2.1.6 This report sets out the feedback received during the Public Participation Events and the Phase 2 Consultation.

2.1.7 All engagement activity which takes place between the end of the Phase 2 Consultation and the submission of the necessary planning applications will be set out in a final consultation report which will accompany those applications.

- 2.1.8 NGVL intends to apply for planning permission for the UK Onshore Scheme in Great Britain, to mean low water springs through the local planning process (under the Town and Country Planning Act 1990) and has reviewed the Statements of Community Involvement (SCI) published by each of the relevant local authorities within the vicinity of the UK Onshore Scheme. The SCIs set out how each local authority expects developers to carry out public engagement and consultation on proposals and NGVL has considered the guidance in these documents when planning the consultation and engagement activities outlined in the following chapters.
- 2.1.9 The potentially affected local planning authorities are:
- East Lindsey District Council;
 - Boston Borough Council;
 - North Kesteven District Council; and
 - South Holland District Council.
- 2.1.10 NGVL has also consulted with Lincolnshire County Council, in its capacity as the local highways and lead local flood authority.
- 2.1.11 East Lindsey District Council has its own SCI. The authority strongly encourages early engagement in order to help council officers, councillors and members of the public obtain a better understanding of the project. The East Lindsey District Council SCI can be found at: <http://www.e-lindsey.gov.uk/CHttpHandler.ashx?id=1424&p=0>. The SCI recognises that: *'Pre-application discussions between the developer and the local authority are vitally important in providing a better mutual understanding of all planning issues and potential constraints that may be relevant to the proposal'*. NGVL has met and continues to engage with the relevant local authorities as part of the evolution of the Project.
- 2.1.12 Boston Borough Council and South Holland District Council have a combined SCI produced by the South East Lincolnshire Joint Strategic Planning Committee. Section three of their SCI relates to 'community involvement and planning applications' and highlights how the authorities expect developers to engage with communities prior to a planning application being submitted.
- 2.1.13 North Kesteven District Council shares its SCI with other authorities making up the Central Lincolnshire area (Lincoln City Council and West Lindsey District Council). The SCI dictates that, for some developments, pre-application consultation must take place. Each individual authority provides guidance on this. The Central Lincolnshire SCI can be found at: <https://www.lincoln.gov.uk/resources/assets/attachment/full/0/9338.pdf>. Page 5 of the SCI acknowledges that: *'Applicants are encouraged to involve the local community when preparing their proposal, even if legally they don't have to. Such engagement can be beneficial to both the applicant and the community, as it can foster transparency, and enable proposals to respond to local needs and desires'*. NGVL considers its Phase 2 Consultation has enabled the community and local authority to input into the development of the proposals for the Project.
- 2.1.14 The South East Lincolnshire Joint Strategic Planning Committee SCI can be found at: <http://www.boston.gov.uk/CHttpHandler.ashx?id=9647&p=0>. Page 17 of the document advises that: *'Consultation prior to specific planning applications being submitted is not currently a*

statutory responsibility of either LPA or developer. However, the three partner LPAs actively encourage developers to seek involvement of the community at this stage'. NGVL considers its Phase 2 Consultation is in line with this pre-application consultation position.

- 2.1.15 Lincolnshire County Council has its own SCI. Although the County Council will not determine the planning submission, it is the local highway authority and lead local flood authority and will advise on any submission in this capacity. NGVL has, therefore, considered the recommendations in the document. As with the other local authorities, Lincolnshire County Council recommends engagement with the local community and consideration of feedback received prior to a planning application being submitted. Lincolnshire County Council's SCI can be found at: <https://www.lincolnshire.gov.uk/residents/environment-and-planning/planning-and-development/statement-of-community-involvement/>.

2.2 Phase 1 Consultation

- 2.2.1 The Phase 1 Consultation was held over a six-week period in April and May 2016, during which statutory and non-statutory consultees, landowners and members of the public living in the vicinity of the shortlisted site options for a landfall point and converter station were asked for their views on those site options.
- 2.2.2 Six public consultation events were attended by more than 500 people, with the vast majority attending the events relating to the converter station site options. A total of 588 responses were received, which included responses received from statutory consultees, local residents, businesses and community groups.
- 2.2.3 The feedback received and NGVL's responses to the general themes can be found in the *UK Onshore Scheme Phase 1 Consultation Feedback Report (VKL-08-06-G500-003)*.
- 2.2.4 Following the Phase 1 Consultation, landfall option LF1a at Boygrift, East Lindsey was selected as the preferred landfall site and converter station site CS1 at North Ing Drove, South Holland was selected as the preferred converter station site. Both locations are subject to survey.

2.3 Public Participation Events

- 2.3.1 During July and August 2016, NGVL held a series of events to introduce the Project to local residents, landowners and stakeholders across the Cable Route Corridor Search Area. Parish councils were invited attend the events for a project briefing. The events gave local residents the opportunity to attend meetings, comment on the proposals and discuss any concerns about the Project at an early stage. The events also met the requirements for a Project of Common Interest in accordance with the European Union's Trans-European Energy Regulation (the TENE Regulation)¹.

¹ EU Regulation 347/2013 on guidelines for trans-European energy infrastructure (TEN-E Regulation) came into force on 17 April 2013. The TEN-E Regulation helps build and finance the EU's priority energy

- 2.3.2 Seven events were held at key locations between the landfall site options and the existing Bicker Fen Substation. Members of the project team were present at all events to meet visitors and to answer any questions they had. An additional event was held at Grimsby and focused on offshore marine activities.
- 2.3.3 A total of 235 people visited the events, with Little Steeping Village Hall being the event with the largest attendance.
- 2.3.4 Table 2.1 sets out the details of the Public Participation Events.

Table 2.1 Details of Public Participation Events			
Venue	Date	Time	Number of attendees
Little Steeping Village Hall	Wednesday 27 July	1.30pm-8pm	63
Aby Village Hall	Tuesday 2 August	1.30pm-8pm	12
Orby Village Hall	Wednesday 3 August	1.30pm-8pm	26
Huttoft Village Hall	Friday 5 August	1.30pm-8pm	41
Holland Fen Village Hall	Saturday 6 August	12.30pm-4pm	12
St James Hotel, Grimsby	Thursday 11 August	2pm-8pm	0
Stickford Victory Hall	Thursday 18 August	1.30pm-8pm	46
Partney Village Hall	Friday 19 August	1.30pm-8pm	35
Total			235

- 2.3.5 Members of the public, landowners and stakeholders were encouraged to provide comments on the proposals through a range of channels:
 - by completing and handing in the feedback forms or questionnaires distributed at the events, or returning them by post using the freepost envelopes provided;
 - by emailing to vikinglink@communityrelations.co.uk;
 - by writing to the freepost address at FREEPOST VIKING LINK; and

infrastructure projects in order to connect EU countries currently isolated from European energy markets, strengthen existing cross border interconnections, and help integrate renewable energy supply.

- by telephoning 0800 731 0561 (phone lines were operational between 9am and 5:30pm, Monday to Friday – excluding bank holidays. A telephone answering service was available outside these times).

2.3.6 A total of 15 comment forms were received during the four-week period. Details of the comments received can be found in appendix 1.

2.3.7 Of the feedback received, most people were complimentary of the events and the information and personnel available. Others commented that there was not enough specific detail about the route of the cable corridors and they would have preferred to have had this information available.

2.3.8 NGVL’s responses to the comments can be found in section 5.2 of Volume 2 of this report.

2.4 Local authority and stakeholder workshops and briefings

2.4.1 Throughout June, July and August 2016, NGVL held a series of meetings and workshops with statutory stakeholders and local authority officers, and briefings with local authority members.

2.4.2 Table 2.2 sets out the workshops and meetings held with statutory stakeholders.

Table 2.2 Stakeholder workshops and meetings		
Date of meetings	Purpose of meetings	Attendees
21 June 2016	Onshore Routeing Workshops	Lincolnshire Wolds Countryside Service Natural England Lincolnshire Wildlife Trust Historic England Heritage Lincolnshire National Trust Lindsey Marsh Internal Drainage Board (IDB) Witham Fourth IDB Black Sluice IDB
21 July 2016	Onshore Routeing Workshops	Lincolnshire Wolds Countryside Service Natural England Lincolnshire Wildlife Trust Historic England Heritage Lincolnshire National Trust

Table 2.2 Stakeholder workshops and meetings		
Date of meetings	Purpose of meetings	Attendees
3 August 2016	Onshore Routeing Workshops	Environment Agency Lindsey Marsh Internal Drainage Board (IDB) Witham Fourth IDB Black Sluice IDB
4 August 2016	Introduction to Viking Link UK Onshore Scheme	National Farmers Union
28 September 2016	Introduction to Viking Link UK Onshore Scheme	Canal and River Trust

2.4.3 Table 2.3 sets out the meetings held with local authority officers.

Table 2.3 Local authority meetings		
Date of meetings	Purpose of meetings	Attendees
21 June 2016	Onshore Routeing Workshop	Lincolnshire County Council East Lindsey District Council North Kesteven District Council South Holland District Council
24 June 2016	Update meeting	Boston Borough Council
3 August 2016	Targeted Routeing Workshop	Lincolnshire County Council East Lindsey District Council North Kesteven District Council South Holland District Council

2.4.4 Between July and August 2016, the Viking Link Project Team briefed elected members of the potentially affected local authorities, providing a project update since the Phase 1 Consultation and the emerging thinking on routeing to inform the Phase 2 Consultation. North Kesteven District Council elected for a written update to its members.

2.4.5 Table 2.4 overleaf provides details of the member briefings.

Table 2.4 Elected member briefings		
Date of briefing	Council	Attendees
7 July 2016	East Lindsey District Council	District councillors
14 July 2016	South Holland District Council	District councillors
25 July 2016	Lincolnshire County Council	County councillors
17 August 2016	Boston Borough Council	Borough councillors

- 2.4.6 The output from these briefings and workshops, along with feedback from the Public Participation Events, helped to inform the underground DC cable route corridor options which were taken forward to public consultation and the approach taken.

3 Phase 2 Consultation delivery

3.1 Overview

- 3.1.1 Two continuous underground cable route corridor options were identified that would connect the preferred landfall site at Boygriff, East Lindsey to the preferred converter station site at North Ing Drove, South Holland. These were called the Orange Route Corridor and the Purple Route Corridor and are shown below in Figures 3.1 and 3.2 respectively.
- 3.1.2 Phase 2 Consultation was held over a six-week period from Monday, 5 September 2016 to Friday, 14 October 2016. Ten public consultation events were held within parishes along the Purple and Orange Route Corridors identified and in each of the parishes of the preferred converter station site and preferred landfall site. The aims of the consultation were:
- to seek feedback from stakeholders on cable route corridor options;
 - to seek feedback from stakeholders on design styles for the converter station; and
 - to ensure widespread local understanding of the Project.
- 3.1.3 More information on the cable route corridors and how they were identified can be found in the *UK Onshore Scheme Route Corridor Selection Report (VKL-08-06-G500-001)*.



Figure 3.1 Orange Route Corridor



Figure 3.2 Purple Route Corridor

- 3.1.4 Following comments received from Phase 1 Consultation, NGVL considered two architectural styles for the proposed converter station. These styles are ‘contextual’ and ‘functional’.
- 3.1.5 The ‘contextual’ style is influenced by the common appearance of agricultural buildings and adapts them to the requirements of the converter station.
- 3.1.6 The ‘functional’ style is based on simple architectural forms using contemporary colour-graded façade materials. The two colour options used for the ‘functional’ style are blue and green.
- 3.1.7 An artist’s impressions of the ‘contextual’ style and two examples of the ‘functional’ style are shown in Figures 3.3, 3.4 and 3.5 respectively.



Figure 3.3 Converter station 'contextual' design



Figure 3.4 Converter station 'functional' blue design



Figure 3.5 Converter station ‘functional’ green design

3.1.8 To coincide with the start of the Phase 2 Consultation, NGVL published the following documents on the project website to provide information for stakeholders to consider as part of the consultation process:

- *UK Onshore Scheme Route Corridor Selection Report (VKL-08-06-G500-001) (Parts 1 and 2)* to provide detailed information on the corridor options, how they had been identified and assessed and the process by which the shortlist of options for consultation had been developed;
- *UK Onshore Route Corridor Selection Non-Technical Summary (VKL-08-06-G500-06)*;
- *Purple and Orange Route Corridor Book of Plans (VKL-08-06-G500-04 and VKL-08-06-G500-05 respectively)* showing close-up maps along each of the cable route corridor options;
- Converter station indicative photomontages;
- Converter station fly-around;
- public exhibition display panels; and
- Phase 2 Consultation feedback form (downloadable and online versions).

3.2 Local authorities, statutory stakeholders and other stakeholder groups

3.2.1 NGVL wrote to all local authority officers and representatives of statutory and other stakeholder groups informing them of NGVL's choice of the preferred landfall and converter station sites and providing links to the published reports. The letter was sent on 22 August 2016 and also notified stakeholders about the start of the Phase 2 Consultation and included details of the ten public consultation events. They were invited to participate in the consultation and provide feedback on behalf of their respective organisations. Letters were sent, via email, to:

- East Lindsey District Council;
- Boston Borough Council;
- Lincolnshire County Council;
- North Kesteven District Council;
- South Holland District Council;
- Natural England;
- Historic England;
- The National Trust;
- The Crown Estate;
- The Environment Agency;
- Marine Management Organisation;
- Royal Society for the Protection of Birds;
- Black Sluice Internal Drainage Board;
- Lindsey Marsh Drainage Board;
- Witham Fourth District;
- National Farmers Union;
- Lincolnshire Association of Agricultural Valuers;
- Lincolnshire Wolds Countryside Services;
- Country Land and Business Association;
- Greater Lincolnshire Nature Partnership;
- Heritage Trust for Lincolnshire; and
- Lincolnshire Wildlife Trust.

3.2.2 An example of the letter sent to local authority officers and representatives of statutory and other stakeholder groups can be found in appendix 2.

3.3 MPs and MEPs

3.3.1 On Monday, 22 August 2016, NGVL wrote to the four MPs and five MEPs whose constituencies are potentially affected by the two underground cable route corridor options or the landfall or converter station sites. A list of those MPs and MEPs can be found in appendix 3. The letter

informed them of NGVL's choice of preferred landfall and converter station sites and invited them to participate in the Phase 2 Consultation.

3.3.2 Copies of the letters sent to MPs and MEPs can be found in appendix 4.

3.4 Parish councils

3.4.1 Each of the parish councils potentially affected by the cable route corridor options were written to on Monday, 22 August 2016 informing them of NGVL's choice of preferred landfall and converter station sites and inviting them to participate in the consultation. A list of those parish councils written to can be found in appendix 5.

3.4.2 The parish councils were also sent electronic and paper versions (where postal addresses were known) of posters to publicise the Phase 2 Consultation. The poster gave a short introduction to the Project, explained the upcoming consultation and also provided information about the events, including details of venues, dates and times. The parish councils were asked to display the posters on parish, village and community noticeboards.

3.4.3 An example of the letter sent to the parish councils as well as the posters sent for display can be found in appendices 6 and 7 respectively.

3.5 Landowners

3.5.1 On 24 August 2016, NGVL sent letters to 1,279 landowners identified as owning land within either of the two underground cable route corridor options or within the vicinity of the landfall or converter station sites. The letters advised that NGVL was developing the Viking Link project and their land fell within the cable route corridors that were being taken forward to consultation.

3.5.2 All landowners were invited to attend the public consultation events where they could find out more about the Project, speak with the NGVL land agents and members of the project team, as well as provide feedback.

3.5.3 The letter also informed the landowners that the project land agents, Dalcour Maclaren, would be in contact to arrange access for surveys.

3.5.4 An additional 328 letters were sent to landowners that were involved in the Phase 1 Consultation because their land fell within the areas identified for the shortlisted landfall and converter station sites. The letters were sent as part of the commitment to keep these landowners informed as the Project progressed.

3.5.5 Examples of the letters sent to landowners can be found in appendix 8.

3.5.6 In addition, meetings have been held with representative organisations including the National Farmers Union, the Lincolnshire Association of Agricultural Valuers and the Country Landowners Association.

3.6 Local communities

- 3.6.1 Consultation with local communities involved both local residents and local businesses, using a variety of contact methods and the media.
- 3.6.2 A consultation zone was established based on the approach followed during the Phase 1 Consultation. A buffer of 1 km either side of the underground cable route corridor options was used to form the consultation zone. Where the edge of the consultation zone divided a small community or row of properties, the zone was extended accordingly. The area around the landfall site was also extended to include additional properties.
- 3.6.3 NGVL sought feedback from the local planning authorities on Monday, 22 August 2016 regarding the approach taken to establish the consultation zone, but no direct feedback was received from local planning officers. A map showing the consultation zone can be found in appendix 9.
- 3.6.4 Letters providing information about the Project, including the dates of the public consultation events, and inviting recipients to participate in the consultation were sent to more than 11,100 residential properties and local businesses within the consultation zone.
- 3.6.5 One version of the letter was sent to properties that were within the consultation zones used during the Phase 1 Consultation activity as these recipients already had knowledge of the Project. The second version varied slightly to include an introduction to the Project as this was the first letter many property owners and residents would have received from NGVL.
- 3.6.6 The letters also included details of the project website and how to get in touch by telephone, email or letter to obtain further information about the Project or to provide feedback. Examples of the two letters sent can be found in appendix 10.
- 3.6.7 Local press and broadcast media were briefed on the Project and a press release was issued on Monday, 22 August 2016 with information about the preferred locations for the landfall and converter station sites, and details of the second phase of consultation and the planned public events.
- 3.6.8 A summary of the media coverage relating to the Phase 2 Consultation can be found in appendix 11.

3.7 Public consultation events

- 3.7.1 Public consultation events were held to give the public an opportunity to view information about the Project and speak with members of the project team, as well as to provide comments on the Orange and Purple Underground cable route corridor options and the design styles for the converter station. The events were run as 'drop-in' sessions, where attendees could turn up at any point within the given times.
- 3.7.2 These events were attended by 647 people in total and further details about venues, dates and attendees are provided in Table 3.1 overleaf.

Table 3.1 Details of public consultation events			
Venue	Date	Time	Number of attendees
Bicker Village Hall	Wednesday 7 September	2pm-8pm	52
Grange and Links Hotel, Sandilands	Thursday 8 September	2pm-8pm	119
The Ruby Hunt Centre, Donington	Friday 9 September	2pm-8pm	29
Stickney Village Hall	Saturday 10 September	12pm-4:30pm	81
Orby Village Hall	Wednesday 14 September	2pm-8pm	75
Helpringham Memorial Hall	Thursday 15 September	2pm-8pm	24
Alford Corn Exchange	Friday 16 September	2pm-8pm	71
Little Steeping Village Hall	Thursday 22 September	2pm-8pm	81
Partney, Dalby and Dexthorpe Victory Hall	Monday 3 October	2pm-8pm	74
Hubberts Bridge Community Centre	Tuesday 4 October	2pm-8pm	41
Total			647

3.7.3 Upon arrival, attendees were greeted by a member of the project team, invited to sign in and offered three documents: a booklet version of the exhibition panels; a copy of the non-technical summary of the *Route Corridor Selection Report (VKL-08-06-G500-06)*; and a feedback questionnaire, as well as a freepost envelope so they could return the questionnaire at a later date if they wished.

3.7.4 Attendees were given the option of having a member of the project team accompany them around the panels or to view them alone and ask questions as and when needed. Project team members present at the events specialised in a range of disciplines. The team included:

- representatives of NGVL;
- project engineers;
- environmental consultants;
- community relations advisers; and
- land agents.

3.7.5 Nineteen information panels were displayed at each event, providing attendees with an overview of the Project and including information on:

- preferred landfall and converter station site options;
- design styles for the converter station;
- Orange and Purple Route Corridors;
- the process for installing the cable; and
- the timeline for the Project to commissioning in 2022.

3.7.6 Copies of the information panels can be found in appendix 12.

3.7.7 In addition to the information panels, larger maps of the Orange and Purple Route Corridors were made available for people to view. At the majority of events there was also a television showing a 3D fly-around animation of indicative converter station layouts.

3.8 Project website

3.8.1 Stakeholders were able to obtain information on the proposals from the project website (www.viking-link.com) before, during and after the six-week public consultation period, as well as attending public consultation events. The details of the project website were included in all correspondence to stakeholders.

3.8.2 Over the course of the six-week consultation period there were 1,912 individual sessions on the project website from 1,424 individual users. From these sessions there were 6,071 individual page views.

3.8.3 The project website will continue to serve as the primary source of information for the Project up to, and beyond, the submission of a planning application.

4 Phase 2 Consultation feedback

4.1 Consultation feedback channels

4.1.1 The consultation sought to engage a broad range of interested parties, including local community groups, landowners, residents, businesses, elected representatives, local authorities and statutory stakeholders. Feedback was invited through a range of channels:

- by completing and handing in the feedback forms or questionnaires distributed at consultation events, or returning them by post using the freepost envelopes provided;
- by completing and submitting the feedback form online;
- by downloading the feedback form on the project website, completing and sending via email to the project email address (vikinglink@communityrelations.co.uk);
- by emailing to vikinglink@communityrelations.co.uk ;
- by writing to the freepost address at FREEPOST VIKING LINK; and
- by telephoning 0800 731 0561 (phone lines were operational between 9am and 5:30pm, Monday to Friday – excluding bank holidays. A telephone answering service was available outside these times).

4.1.2 A copy of the feedback form used can be found in appendix 13.

4.2 Managing feedback

4.2.1 All consultation feedback was logged and analysed to identify different points, issues or concerns raised by respondents.

4.3 Responses received

4.3.1 A total of 114 responses were received. The table below gives a breakdown of the type of feedback received.

Table 4.1 Feedback received by type	
Feedback type	Number of responses
Feedback form (paper version)	87
Feedback form (electronic version)	3
Email	17
Letter	7
Telephone call	0

Table 4.1 Feedback received by type	
Feedback type	Number of responses
Total	114

4.3.2 These totals include the responses received from statutory consultees, landowners, local residents, businesses and community groups. The table below gives a breakdown of feedback received by respondent.

Table 4.2 Feedback received by respondent	
Respondent type	Number of responses
Statutory consultees	11
Local authorities	4
Landowners	14
Parish councils	8
Elected representatives (MPs, MEPs, councillors)	0
Members of the public	77
Total	114

4.3.3 In addition to feedback received within the advertised consultation period, late consultation responses received up to and including Monday, 31 October 2016 were included within the analysis.

4.3.4 The feedback received and the NGVL responses to the issues raised are provided in Volume 2 of this report.

4.4 Feedback received general themes

Orange and Purple Route Corridor options

4.4.1 The following key themes identified were common to both the Orange and Purple Route Corridor options:

- socio-economic and tourism impact;
- impact on agriculture land and soils;
- traffic and transport;
- property value;

- compensation;
- coordination with other projects;
- sea defences;
- ecology/biodiversity impact;
- landscape and visual impact;
- electric magnetic fields;
- construction impact;
- hydrology and land drainage;
- communication/consultation approach;
- archaeology and cultural heritage;
- cable routeing;
- noise and vibration;
- project need; and
- general comments.

Converter station design style options

4.4.2 In addition to stating a preference for one of the three design style options, the key themes identified in relation to the preferred converter station site were:

- site security;
- traffic and transport;
- landscape and visual impact;
- noise;
- community investment;
- scale and appearance;
- cost, materials and supply chain;
- ecology/biodiversity impacts;
- agricultural land;
- cumulative impact with other projects;
- construction impact;
- property value and compensation;
- screening;
- height reduction;
- operational lighting;
- radio telemetry; and
- hydrology and land drainage.

Landfall and offshore cable

4.4.3 The key themes identified as part of Phase 2 Consultation in relation to landfall and offshore cable were the same as those raised during Phase 1 Consultation and as such NGVL's response to those themes can be found in the *UK Onshore Scheme Phase 1 Consultation Feedback Report (VKL-08-06-G500-003)*.

4.4.4 The key themes identified were:

- sea defences;
- construction impact;
- site selection;
- existing infrastructure;
- ecology/biodiversity impacts;
- Sites of Special Scientific Interest;
- hydrology and land drainage;
- archaeology;
- visual impact;
- noise and vibration;
- coordination with other projects;
- environmental impact; and
- traffic and transport.

Consultation

4.4.5 The key themes identified in relation to consultation were:

- quality of information;
- value of consultation; and
- quality of exhibitions and materials.

General

4.4.6 Other key themes identified in relation to the Project which were not attributed to the above topics were:

- project need;
- socio-economic and tourism;
- compensation;
- transport;
- coordination with other projects; and

- support for project.

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UK Onshore Scheme

Phase 2 Consultation

Feedback Report Volume 2

VKL-08-39-G500-007

December 2016



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5 Feedback on Cable Route Corridors

5.1 Introduction

- 5.1.1 This report presents a detailed account of the stakeholder engagement and public consultation which has been undertaken following the Phase 1 Consultation. It includes details of the Public Participation Events which were held in July and August 2016 and the Phase 2 Consultation held from Monday, 5 September 2016 to Friday, 14 October 2016. Chapters 1 to 4 of this report can be found in UK Onshore Scheme; Phase 2 Consultation Feedback Report Volume 1 (VKL-08-39-G500-006); which outline the approach to and delivery of the Phase 2 consultation as well as a summary of the feedback provided. This volume, 2, contains chapters 5 to 7 which provides NGVL responses to the key themes raised from specific feedback received on the cable route corridors and converter station from all stakeholders.
- 5.1.2 In July and August 2016, NGVL held 8 Public Participation Events, meeting the public consultation requirements for a Project of Common Interest in accordance with the European Union's Trans-European Energy Regulation (the TEN-E Regulations). National Grid Viking Link (NGVL) received 15 pieces of feedback in relation to these PPEs.
- 5.1.3 In September and October 2016 NGVL consulted publically on two shortlisted underground Direct Current (DC) cable route corridor options, taking into account impacts on the environment and the local community as well as technical and engineering feasibility. The two cable route corridor options, identified as the Purple and Orange Route Corridors, are outlined in the UK Onshore Scheme; Route Corridor Selection Report (VKL-08-06-G500-001), see Figure 3.1 Orange Route Corridor and Figure 3.2 Purple Route Corridor in UK Onshore Scheme; Phase 2 Consultation Feedback Report Volume 1 (VKL-08-39-G500-006)
- 5.1.4 A total of 10 Phase 2 Public Consultation events were held and attended by a total of 647 people. A review of the feedback received in response to Phase 2 Consultation has taken place and this section highlights the key themes that were raised during the cable route corridor consultation.
- 5.1.5 Further details on the way in which the representations received from stakeholders and the local community during Phase 2 Consultation have influenced NGVL selection of a Preferred Cable Route Corridor are set out in the UK Onshore Scheme; Preferred Route Corridor Report (VKL-08-39-G500-005).

5.2 Feedback Structure

5.2.1 The feedback received from the 8 PPEs held in July and August 2016 is summarised and represented in tabular form below, Table 5.1. The 15 pieces of feedback can also be found in Appendix 1 of UK Onshore Scheme; Phase 2 Consultation Feedback Report Volume 3 (VKL-08-39-G500-008).

Table 5.1 Feedback in relation to the Public Participation Events	
Feedback	NGVL response
<p>Construction Impact</p> <p>Concern was raised regarding;</p> <ul style="list-style-type: none"> - Distance from properties in which the installed cable will be laid 	<p>NGVL will not be installing cables through residential properties or domestic gardens. NGVL will avoid impact on local residents through detailed routeing design where possible.</p>
<p>Traffic and transport</p> <p>Concerns raised included:</p> <ul style="list-style-type: none"> - heavy traffic on unclassified roads 	<p>A traffic assessment will be carried out to inform the Environmental Statement, and a Construction Traffic Management Plan (CTMP) will also be produced.</p>
<p>Coordination with other projects</p> <ul style="list-style-type: none"> - cooperation with other projects 	<p>NGVL will undertake an assessment of cumulative impacts with other approved projects as part of the Environmental Statement.</p>
<p>Health impacts</p> <p>Concern was raised regarding;</p> <ul style="list-style-type: none"> - health issues from the cable 	<p>NGVL has a responsibility to ensure safe operation of assets. As far as health issues are concerned, such as Electric and Magnetic Fields (EMFs), NGVL discharge that responsibility by ensuring that the underground cable will comply with all appropriate independent safety standards (i.e. the exposure guidelines recommended by the European Union and adopted by UK Government). The guidelines are based on a thorough analysis of the scientific evidence, including epidemiological studies and biological research. NGVL can confirm that no electric fields emanate from the underground DC cables.</p> <p>A Construction Management Plan will be submitted with any Planning Application.</p>

Table 5.1 Feedback in relation to the Public Participation Events	
Feedback	NGVL response
<p>Hydrology and land drainage</p> <p>Concern was raised regarding;</p> <ul style="list-style-type: none"> - existing land drainage schemes 	<p>Once a preferred route corridor has been identified work will be carried out to identify a route alignment for the cables within that corridor. Further work will be undertaken with land owners, Internal Drainage Boards (IDBs) and the Environment Agency to understand and assess impacts on land and field drainage, crossing of water courses and flood defences.</p>
<p>Communication/Consultation approach</p> <p>Comments raised regarding communications with;</p> <ul style="list-style-type: none"> - Government - Local Town Councils <p>Comments received stated positive feedback regarding the Public Participation Event.</p>	<p>NGVL have been in and will continue dialogue with all relevant Local Authorities, Town and Parish Councils as it develops its plans further.</p> <p>Noted.</p>

5.2.2 Phase 2 Consultation feedback has been summarised and presented in tabular form. This has allowed the key issues raised to be considered in context of the questions asked by NGVL through the Phase 2 Consultation feedback form (Appendix 13). Feedback has therefore been summarised under the following headings:

- Feedback received in relation to both Orange and Purple Route Corridors
- Feedback received in relation specifically to the Orange Route Corridor
- Feedback received in relation specifically to the Purple Route Corridor
- Feedback received in relation to the converter station design style

5.3 Orange and Purple Route Corridor Feedback Summary

5.3.1 A total of 114 responses were received. Key themes raised in relation to both Orange and Purple Route Corridors are summarised below:

Table 5.2 Feedback in relation to both Orange and Purple Route Corridors	
Feedback	NGVL response

Table 5.2 Feedback in relation to both Orange and Purple Route Corridors

Feedback	NGVL response
<p>Socio-Economic and tourism impact</p> <p>Concern was raised over the impact on:</p> <ul style="list-style-type: none"> - Local residents - Visitors to the area - Local attractions <p>Specific impacts on farming and local businesses and Public Rights of Way (PRoW) were raised.</p>	<p>Concerns are noted – socio impacts will be assessed and form part of the Environmental Statement submitted along with NGVL’s Planning Applications.</p>
<p>Impact on agriculture land and soils</p> <p>Concerns raised regarding loss and disturbance of high grade agricultural land. Other concerns included impact on</p> <ul style="list-style-type: none"> - Ancient field boundaries - Ditches - Unstable ground 	<p>Noted.</p> <p>NGVL have engaged Dalcour Maclaren as land agents and have engaged the services of a dedicated agricultural liaison officer. Liaison is taking place and continuing to take place with land owners to understand specific issues. NGVL are aware of the importance of agriculture to the area and this will form a separate technical chapter in NGVL’s Environmental Statement which will be submitted with its planning application.</p>
<p>Traffic and transport</p> <p>Concerns raised included:</p> <ul style="list-style-type: none"> - Increased traffic volumes and highways safety - Poor condition of some local roads - Post construction restoration 	<p>A traffic assessment will be carried out to inform the Environmental Statement, and a Construction Traffic Management Plan (CTMP) will also be produced. NGVL will explore the use of temporary haul roads within the construction working width where appropriate.</p>

Table 5.2 Feedback in relation to both Orange and Purple Route Corridors

Feedback	NGVL response
<p>Property value</p> <p>Concerns raised included:</p> <ul style="list-style-type: none"> - Property devaluation 	<p>The effect of the scheme on property prices is not a matter that requires assessment under the 2009 Environmental Impact Assessment Regulations. NGVL recognises the concerns raised by the community regarding the impact on property prices. It is well established in planning law that the planning process is concerned with land use in the public interest and the protection of purely private interests such as the impact of development on property values are not material planning considerations.</p>
<p>Compensation</p> <p>Concerns raised included:</p> <ul style="list-style-type: none"> - Land owner compensation 	<p>Where applicable, our land agents will be contacting landowners and tenants to discuss a potential route alignment through their land and to gather information about farm accesses, land drainage, farm practices etc. that might influence the route alignment. We aim to work with the landowners to minimise disruption to farm operations where possible. NGVL will propose a range of compensation payments in recognition of any potential land damage and disturbances that may be caused. Crop loss compensation and disturbance will be payable on a proven loss basis in line with the relevant statutory provisions such as Land Compensation Act and Compulsory Purchase Act.</p>
<p>Coordination with other projects</p> <p>The public highlighted awareness that an exploration licence was granted in the area at Boygrift (landfall site). Cumulative impacts with other projects, including Triton Knoll, Anglian Water assets and development at Bicker Fen substation were raised.</p>	<p>Investigations have been carried out to understand the nature of the exploration licence.</p> <p>NGVL will undertake an assessment of cumulative impacts with other approved projects as part of the Environmental Statement.</p>

Table 5.2 Feedback in relation to both Orange and Purple Route Corridors

Feedback	NGVL response
<p>Sea defences</p> <p>Concerns were raised regarding the extent/depth of the sea defences that NGVL propose to install the cable underneath.</p>	<p>These concerns were raised in the Phase 1 Consultation process and have been addressed in UK Onshore Scheme; Preferred Sites Report (VKL-08-06-G500-002)</p>
<p>Ecology/Biodiversity impact</p> <p>Concerns raised regarding impact on:</p> <ul style="list-style-type: none"> - Nature reserves - Protected species - Watercourse ecology and habitats - Local Wildlife Site - Stewardship areas - Management of soils during construction 	<p>Careful consideration has been given to the cable route corridors that were brought forward to consultation. We have sought to avoid designated sites, nature reserves and habitats of principal importance, where possible. Detailed ecological surveys will further inform the Environmental Statement. NGVL will put in place a Soil Management Plan which will form part of a Construction Environmental Management Plan (CEMP).</p>
<p>Landscape and visual impact</p> <p>Concerns raised included:</p> <ul style="list-style-type: none"> - Visual impacts at Boygrift - Landscape reinstatement - Visual impacts at the AONB <p>The suggestion was made to consult further with Natural England and Lincolnshire Wolds Countryside Services on landscape and visual impacts as well as reinstatement.</p>	<p>There will be no permanent above ground structures that will have a visual impact at the landfall at Boygrift.</p> <p>Careful consideration has been given to the cable route corridors that were brought forward to consultation. NGVL have sought to avoid designated sites, nature reserves and habitats of principal importance, where possible.</p> <p>Further routeing and detailed surveys will help inform the requirement, if any, for visual impact mitigation.</p> <p>NGVL are consulting and will continue to consult with Natural England, Lincolnshire Wildlife Trust and Lincolnshire Wolds Countryside Services.</p> <p>NGVL note particularly the NPPF planning policy tests as set out in paragraphs 115 and 116 should a route through the AONB be pursued.</p>

Table 5.2 Feedback in relation to both Orange and Purple Route Corridors

Feedback	NGVL response
<p>Electric and Magnetic Fields</p> <p>Concern raised regarding Electric and Magnetic Fields (EMFs).</p>	<p>NGVL takes the issue of Electric and Magnetic Fields (EMFs) very seriously and has a responsibility to ensure safe operation of assets. As far as EMFs are concerned, NGVL discharge that responsibility by ensuring that the underground cable will comply with all appropriate independent safety standards (i.e. the exposure guidelines recommended by the European Union and adopted by UK Government). The guidelines are based on a thorough analysis of the scientific evidence, including epidemiological studies and biological research. NGVL can confirm that no electric fields emanate from the underground DC cables.</p>
<p>Construction Impact</p> <p>Concerns raised over:</p> <ul style="list-style-type: none"> - Timing of construction works - Cable trench depth - Flood defence damage due to construction - Coastline and beach level concerns at Boygrift - The seabed, submerged shipwreck and submerged forest 	<p>The timing of construction activities will be considered in our Environmental Statement and will form part of a Construction Management Plan, which will be developed in conjunction with the relevant planning authority.</p> <p>NGVL will work with Landowners and asset owners to establish an agreed cable trench depth.</p> <p>Similar concerns were raised during the Phase 1 Consultation and have been addressed in the UK Onshore Scheme; Phase 1 Consultation Feedback Report Volume 2 (VKL-08-06-G500-003)</p>

Table 5.2 Feedback in relation to both Orange and Purple Route Corridors

Feedback	NGVL response
<p>Hydrology and land drainage</p> <p>Concerns raised regarding:</p> <ul style="list-style-type: none"> - Land and field drainage - The number of watercourses to be crossed - Flooding and impact on flood defences 	<p>Concerns noted.</p> <p>Once a preferred route corridor has been identified work will be carried out to identify a route alignment for the cables within that corridor. Further work will be undertaken with land owners, Internal Drainage Boards (IDBs) and the Environment Agency to understand and assess impacts on land and field drainage, crossing of water courses and flood defences.</p> <p>A flood risk assessment will form part of the Environmental Statement and Planning Application submissions.</p>
<p>Communication/Consultation approach</p> <p>Concern raised regarding the absence of a marine representative at the consultation.</p>	<p>The Phase 2 Consultation related to the onshore cable route corridors. Marine representatives were available at the events supporting the Phase 1 Consultation period where a further standalone event was held on 11th August 2016 at Grimsby as part of the Public Participation Events, this event was specific to Offshore and maritime.</p>
<p>Archaeology and cultural heritage</p> <p>Concerns were raised regarding the effects on:</p> <ul style="list-style-type: none"> - Heritage assets, archaeology features/monuments 	<p>NGVL have noted the comments and will be undertaking further surveys to assess any impacts on the local archaeology. Close consultation is taking place with the Local Authorities and Historic England regarding archaeology and cultural heritage. Impacts on archaeology will be assessed and form part of the Environmental Statement.</p>
<p>Cable routing</p> <p>Questions received regarding Cable Routing through The Wash.</p> <p>Concerns raised in relation to routing of cables in close proximity to paddocks, gardens and residential properties.</p>	<p>Routeing through The Wash has been addressed during Phase 1 Consultation and is referred to in section 2.3.1 of the UK Onshore Scheme; Site Selection Report (April 2016).</p> <p>NGVL will not be installing cables through residential properties or domestic gardens, and NGVL aims to avoid areas such as paddocks through detailed routeing design.</p>

Table 5.2 Feedback in relation to both Orange and Purple Route Corridors

Feedback	NGVL response
<p>Noise and vibration</p> <p>Concerns raised regarding:</p> <ul style="list-style-type: none"> - Construction noise and vibration - Increased traffic noise during construction - Noise during construction of the converter station 	<p>NGVL will seek to minimise noise from construction activities as far as reasonably practicable.</p> <p>Construction traffic on main roads will form only a small fraction of the existing vehicle flows. A full assessment will quantify any associated noise increase. Construction activities will primarily be undertaken during the daytime period, but for some activities, such as HDD, 24-hour working will be required.</p> <p>Potential impacts of construction noise are being assessed and will form part of our Environmental Statement that will support the planning application.</p> <p>The timing of construction activities will be considered in our Environmental Statement and will form part of a Construction Management Plan, which will be developed in conjunction with the relevant Local Planning Authority.</p> <p>Concerns regarding noise during construction of the converter station have been addressed as part of the Phase 1 Consultation process.</p>
<p>Project Need</p> <p>Concerns raised regarding the need for the Project</p>	<p>There are many benefits that electricity Interconnectors such as Viking Link can bring. The benefits include access to cheaper sources of electricity, improved ability to import or export electricity depending upon supply and demand, improved security of electricity supply and improved integration of renewable electricity. More detailed information on these benefits can be found in the “Getting More Connected” report which can be found at http://www.viking-link.com/</p>

Table 5.2 Feedback in relation to both Orange and Purple Route Corridors

Feedback	NGVL response
<p>General comments</p> <p>Concerns raised regarding:</p> <ul style="list-style-type: none"> - The amount of electrical infrastructure in the area - Potential of buried UXO <p>General preference for Cable Routeing to the western corridor at the southern end of the cable route corridor.</p>	<p>Noted.</p> <p>NGVL have undertaken initial desk studies with a view to identifying key UXO risk areas.</p>

5.4 Orange Route Corridor Feedback Summary

- 5.4.1 A total of 86 people provided comments in response to the Orange Route Corridor. Key themes raised in relation to the Orange Route Corridor as an option and not already addressed in table 5.2 above are summarised below:

Table 5.3 Feedback in relation specifically to the Orange Route Corridor

Feedback	NGVL response
<p>Socio-Economic and tourism impact</p> <p>Comments stated that the Orange Route Corridor will impact residents and businesses more than the Purple Route Corridor.</p>	<p>Noted. Socio-Economic User Surveys are being undertaken to establish Peak Season and Off Peak Season Visitor and Recreation Use at various locations, particularly at the coast.</p>
<p>Ecology/Biodiversity impact</p> <p>Concern raised regarding the impacts on Lincolnshire Coastal Grazing Marshes (LCGM)</p>	<p>Careful consideration has been given to the cable route corridors that were brought forward to consultation. We have sought to avoid designated and non-designated sites where possible. NGVL is aware of the significance of the Grazing Marshes and the challenges of routeing a cable through.</p>
<p>Impact on agriculture land and soils</p> <p>Feedback suggested that higher graded land within the Orange Route Corridor should be avoided, therefore the Orange Route Corridor should be avoided.</p>	<p>Noted. An assessment of Best Most Versatile (BMV) land has influenced the routes taken forward to consultation, more detailed investigation will inform the route alignment with in the preferred route corridor.</p>

Table 5.3 Feedback in relation specifically to the Orange Route Corridor	
Feedback	NGVL response
<p>Archaeology and cultural heritage</p> <p>Feedback suggested that a natural burial ground and unknown burial at Monksthorpe airfield should be avoided.</p>	<p>NGVL have noted the comments and will be undertaking further surveys to assess any impacts on the local archaeology. Close consultation is taking place with the Local Authorities regarding archaeology and cultural heritage.</p>
<p>Landscape and visual impact</p> <p>Concern raised regarding the impact on Gunby Hall, park and gardens.</p>	<p>During the routeing selection process NGVL has avoided designated sites where possible and will continue to assess and propose mitigation where appropriate, following detailed surveys, assessments and routeing and construction design.</p>

5.5 Purple Route Corridor Feedback Summary

- 5.5.1 A total of 85 people provided comments in response to the Purple Route Corridor. Key themes raised in relation to the Purple Route Corridor as an option and not already addressed in table 5.2 above are summarised below:

Table 5.4 Feedback in relation specifically to the Purple Route Corridor	
Feedback	NGVL response
<p>Impact on agriculture land and soils</p> <p>Concerns raised regarding the chalky nature of soil within the Purple Route Corridor.</p>	<p>Noted. Ground investigation surveys will take place on the cable corridor should this Route Corridor be preferred. NGVL recognise the importance of chalk streams and the chalky nature of the soil within this corridor and will continue to engage with landowners and the Lincolnshire Wolds Countryside Service should this corridor be taken forward.</p>
<p>Coordination with other projects</p> <p>Concern raised regarding repeated impacts to landowners over the recent Anglian Water Pipeline works.</p>	<p>NGVL remains in dialogue with Anglian Water. NGVL will undertake an assessment of cumulative impacts as part of the Environmental Statement if the Purple Route Corridor is preferred.</p>

6 Feedback on Converter Station Design Styles

6.1 Introduction

6.1.1 A review of all the feedback received in response to Phase 2 Consultation has taken place and this section highlights the key themes that were raised in relation to converter station design styles presented. The preferred converter station location and detail on how this site was arrived at, is outlined in the UK Onshore Scheme; Preferred Sites Report (VKL-08-06-G500-002).

6.2 Feedback Structure

6.2.1 Feedback has been summarised and presented in tabular form. This has allowed the key issues raised to be considered in context of the question asked by NGVL through the Phase 2 Consultation feedback form (Appendix 13). Feedback has therefore been summarised under the following headings:

- Responses to contextual style design
- Responses to functional green style design
- Responses to functional blue style design

6.3 Converter Station Design Styles Summary

6.3.1 A total of 68 people provided feedback in relation to the converter station design style options. The design style images can be found in the UK Onshore Scheme; Phase 2 Consultation Feedback Report Volume 1 (VKL-08-39-G500-006) Figure 3.3 Converter station contextual design, Figure 3.4 Converter station functional blue design and Figure 3.5 Converter station functional green design. The key themes are summarised within each design style option below.

6.4 Feedback to Contextual Design Style

6.4.1 Key themes raised in relation to the contextual design style as an option are summarised below:

Table 6.1 Feedback in relation to contextual design style

Feedback

Table 6.1 Feedback in relation to contextual design style

Feedback
<p>Contextual design style</p> <ul style="list-style-type: none"> • The contextual ‘barn’ style was preferred by a majority of those who responded • Height concerns were raised regarding the converter station, in particular to the contextual ‘barn’ style design being higher than other farm buildings. • The design and screening idea was welcomed to help blend the structure in with the surroundings. • Concerns were raised that the artists’ impressions imagery were not representative.

6.5 Feedback to Functional Green Design Style

6.5.1 Key themes raised in relation to the functional green design style as an option are summarised below:

Table 6.2 Feedback in relation to functional green design style

Feedback
<p>Functional green design style</p> <ul style="list-style-type: none"> • Functional green design style was mainly preferred in relation to long distance views. • It was suggested that this design style could become a statement piece within the area. • It was also highlighted that this type of design could look like a distribution centre. • Height concerns were raised regarding the converter station. • The design and screening idea was welcomed to help blend the structure in with the surroundings. • Concerns were raised that the artists’ impressions imagery were not representative.

6.6 Feedback to Functional Blue Design Style

6.6.1 Key themes raised in relation to the functional blue design style as an option are summarised below:

Table 6.3 Feedback in relation to functional blue design style

Feedback

Table 6.3 Feedback in relation to functional blue design style

Feedback
<p>Functional blue design style</p> <ul style="list-style-type: none"> • Functional blue design style was mainly preferred in relation to long distance views. • It was suggested that this design style could become a statement piece within the area. • It was also highlighted that this type of design could look like a distribution centre. • Height concerns were raised regarding the converter station. • The design and screening idea was welcomed to help blend the structure in with the surroundings. • Concerns regarding the artists' impressions imagery were not representative.

6.7 Other Comments

6.7.1 Many comments that did not specify a preference stated that the decision should be made in consultation with the surrounding communities of the converter station and people who will view the structure daily. Key themes raised regarding the converter station, other than the design related comments above, are summarised below:

Table 6.4 Feedback in relation to converter station; other issues raised

Feedback	NGVL response
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Table 6.4 Feedback in relation to converter station; other issues raised

Feedback	NGVL response
<p>Converter station; other issues</p> <p>Other issues unrelated to the converter station design style were raised such as;</p> <ul style="list-style-type: none"> - Site security - Traffic and transport - Noise - Community investment - Cost, materials and supply chain - Ecology/biodiversity impacts - Agricultural land - Cumulative impact with other projects - Construction impact - Property value and compensation - Operational lighting - Radio telemetry - Hydrology and drainage 	<p>The Phase 2 Consultation related to the onshore cable route corridors and converter station design style only. The issues raised regarding the converter station outside of the design style subject was covered in Phase 1 Consultation period. NGVL response to these can be found in UK Onshore Scheme; Phase 1 Consultation Feedback Report Volume 2 (VKL-08-06-G500-003).</p>

6.8 Next Steps

6.8.1 Feedback received in respect of the converter station design styles will now be discussed with the affected local planning authority (SHDC), and Elected Members, in order to ensure local views form part of the decision making process when agreeing the Design Code for the site. The Design Code and Design and Access Statement will be available to view as part of the pre-submission information events that will be held, prior to a formal planning application submission being made.

7 Phase 2 Consultation Feedback – Stakeholders

7.1 Overview

7.1.1 NGVL has developed relationships with a number of key stakeholder groups and has an ongoing and iterative programme of engagement with these stakeholders, outside of the defined phases of public consultation. This engagement can take many forms from meetings, briefings and group workshops to discuss detailed aspects of project development, through to email updates and newsletters.

7.1.2 Some stakeholders have provided written responses to Phase 2 Consultation. This section highlights the key themes and site specific issues that were raised for both the cable route corridors and the converter station design style options, and seeks to draw out and respond to some key issues raised.

7.1.3 Further detail on how representations received from stakeholders during Phase 2 Consultation will influence the decision for a preferred cable route corridor and converter station design style are set out in the UK Onshore Preferred Route Corridor Report (VKL-08-39-G500-005).

7.1.4 The following stakeholders have provided written responses to Phase 2 Consultation. The feedback received has been summarised and is presented in tabular form to reflect the issues raised:

- East Lindsey District Council;
- North Kesteven District Council;
- South Holland District Council;
- Lincolnshire County Council;
- Natural England;
- The Environment Agency;
- Historic England;
- Lincolnshire Wildlife Trust;
- Lincolnshire Wolds Countryside Services;
- Lindsey Marsh Drainage Board;
- Black Sluice Internal Drainage Board;
- Witham Fourth District Internal Drainage Board;
- The National Farmers Union; and
- National Trust

The following stakeholders were contacted by NGVL requesting a written response for the Phase 2 Consultation, but did not reply:

- Boston Borough Council;
- The Crown Estate;
- Greater Lincolnshire Nature Partnership;
- Royal Society for the Protection of Birds;
- Heritage Trust for Lincolnshire;
- Marine Management Organisation;
- Lincolnshire Association of Agricultural Valuers; and
- Country Land and Business Association

7.2 East Lindsey District Council

7.2.1 The following comments relating to both cable route corridors have been received from East Lindsey District Council (ELDC) and are summarised in the table below. It is noted that comments on converter station design style were specified as being more appropriate from the relevant District Authority.

Table 7.1 Feedback received from East Lindsey District Council – general comments	
Feedback	NGVL response
As both Purple and Orange Route Corridor pass through the AONB, it is suggested that the possibility of being able to route the cable within the AONB without substantially altering the character of the designated landscape in the long term could be achieved by locating temporary construction facilities outside the AONB. A key characteristic of the AONB is that of long distance views. Careful consideration should be given to the visual and character impacts arising from potential works outside of the designated landscape area itself.	<p>Noted.</p> <p>Following detailed surveys, assessments and, routing and construction design, all efforts will be made to mitigate the potential visual impact of any construction facilities.</p> <p>When operational the DC cable will be buried and there will be only a small number of above ground marker posts. The size and scale of these posts would be proportionate and sympathetic to the area so as not to detract from the features that comprise the Lincolnshire Wolds AONB should the Purple Route Corridor be preferred.</p> <p>NGVL note particularly the NPPF planning policy tests as set out in paragraphs 115 and 116 should a route through the AONB be pursued.</p>

7.3 North Kesteven District Council

7.3.1 The following comments have been received from North Kesteven District Council (NKDC) relating to that section of cable route corridor passing through the jurisdiction of NKDC and are summarised in Table 7.2 below.

Table 7.2 Feedback received from North Kesteven District Council – general comments

Feedback	NGVL response
<p>Observation that the area within the boundary of NKDC and immediately adjacent to the cable route corridor is relatively sparsely populated, although there is a small hamlet of East Heckington adjacent to the west along the A17.</p>	<p>Noted.</p>
<p>Access to the section of cable route corridor which lies within North Kesteven via the road network is generally very poor with majority of routes being single track drove roads running down the South Forty Foot and serving adjacent farmland, from the B1394 which links the A17 and A52. The road passes through the centre of villages and, careful consideration should be given to the potential impacts of construction traffic upon residential amenity and highway safety.</p>	<p>Noted. A Construction Management Plan will be submitted with any Planning Application.</p>
<p>The Carterplot Road does provide direct access from Great Hale Drove (avoiding Great Hale and Heckington) to the A17 but is single track with limited passing opportunities.</p>	<p>Noted.</p>
<p>NKDC require clarification if it were proposed to use/upgrade the existing road network or to provide a haul road to enable direct access to avoid passing through villages. If the latter is proposed, the question of sole use for construction traffic or retained long term for maintenance access is raised.</p>	<p>A Construction Management Plan will be submitted with any Planning Application.</p>
<p>The Internal Drainage Boards (IDBs) have previously indicated that to ensure the integrity of drainage channels the cable would need to be bored beneath and that trenching through the watercourses would not be acceptable.</p>	<p>NGVL remains in dialogue with IDB's regarding crossing techniques.</p>
<p>Consideration should be given to any existing hedgerows or small copses.</p>	<p>NGVL will seek to avoid routeing through hedgerows and appropriate mitigation will be provided following detailed ecological surveys and, routeing and construction design, considered as part of the ecological assessment.</p>

Table 7.2 Feedback received from North Kesteven District Council – general comments	
Feedback	NGVL response
There is a scheduled ancient monument (AM303 – roman saltern) on Helpringham Fen in the south west corner of the corridor.	Noted.
Consideration regarding impacts on noise and dust as well as any temporary construction compounds (siting, size, visual impact, lighting, security) during the construction phase.	The potential impacts of construction noise are being assessed for both ecological and residential sensitive receptors. NGVL will take into account technical and other environmental considerations when deciding on the positioning of any access tracks and compound areas within fields where practicable to minimise disturbance.

7.4 South Holland District Council

- 7.4.1 The following comments have been received from South Holland District Council (SHDC) and are summarised in Table 7.3 below; SHDC had no comments regarding the cable route corridors and confined their comments to the converter station design style only.

Table 7.3 Feedback received from South Holland District Council – converter station design styles	
Feedback	NGVL response
As the converter station would be much larger than any traditional agricultural building, a functional style would be preferable. No strong preference of the colour approach or either of the layout options.	Noted.

7.5 Lincolnshire County Council

- 7.5.1 The following comments have been received from Lincolnshire County Council (LCC) and are summarised in the tables below; one for the Orange Route Corridor, one for the Purple Route Corridor and the final table on general comments.

Table 7.4 Feedback received from Lincolnshire County Council – Orange Route Corridor	
Feedback	NGVL response

Table 7.4 Feedback received from Lincolnshire County Council – Orange Route Corridor	
Feedback	NGVL response
The Orange Route Corridor crosses the southern tip of the AONB, resulting in less impact than the Purple Route Corridor, and runs close to the Gunby Hall. Careful consideration is required so that there is minimal impact upon the listed hall, park and gardens, and surrounding hinterland. National Trust indicates that HDD could be used around Gunby Hall.	Noted.
The Orange Route Corridor at Boygriff shows more alluvial soils, typically flat land soils which require land drainage. Concern over interference to these soils and the disturbance of the soils drainage and characteristics. Soil types more vulnerable to damage by disturbance should be avoided in the event that alternatives are available.	NGVL are conducting assessments of land quality and ground conditions with intrusive surveys. After review of the findings, mitigation will then be considered where appropriate to ensure that any works are conducted safely and without any legacy problems being created.
LCC's ownership of 9 blocks of County Farm estate land are potentially intersected by the Orange Route Corridor.	Noted.
If the Orange Route Corridor is to be selected as preferred, LCC sees the cumulative impacts of the Triton Knoll Offshore Wind Farm development and NGVL as a significant factor against using the Orange Route Corridor. LCC would wish to avoid any one settlement being subject to disturbance from two cable Projects passing through it.	Noted. NGVL will undertake an assessment of cumulative impacts with other approved projects as part of the Environmental Statement.

Table 7.5 Feedback received from Lincolnshire County Council – Purple Route Corridor	
Feedback	NGVL response
As the Purple Route Corridor passes through the AONB, attention is brought to the national level NPPF, Paragraphs 115 and 116. At the local level, ELDC Local plan 1999, Policy C11 and the new developing plan seek to protect the AONB in a similar way to the NPPF.	NGVL are aware of the National Policy tests should a route through the AONB be pursued. These will be considered in full in the Planning Statement submitted with any application should the Purple Route Corridor be taken forward.

Table 7.5 Feedback received from Lincolnshire County Council – Purple Route Corridor

Feedback	NGVL response
<p>Consideration of the Lincolnshire Wolds AONB Management Plan 2013-18 will also be required for the Purple Route Corridor.</p>	<p>NGVL acknowledge the Lincolnshire Wolds AONB Management Plan against which the UK Onshore Scheme will be considered.</p>
<p>The Purple Route Corridor crosses land classified as best and most versatile by the Agricultural Land Classification of England and Wales. It is preferable that the chosen route minimises the area of best and most versatile agricultural land affected by the development.</p>	<p>Any disruption as a result of underground DC cable works would be temporary and appropriate mitigation measures would be in place to ensure that the soils are correctly handled and stored to minimise loss of soil function. Works would be undertaken by a specialist team.</p>
<p>The Purple Route Corridor passes through more chalky soils which by nature are more free draining and potentially easier to restore post cable installation. Damage can be caused to agricultural land under land drainage schemes. Although it is possible to minimise impact, it is preferable if the route avoids areas likely to require such drainage in favour of free draining soils. Chalky soils of the Purple Route Corridor provide the advantage of more free draining soils.</p>	<p>NGVL are conducting assessments of land quality and ground conditions with intrusive surveys. After review of the findings, mitigation will then be considered as appropriate to ensure that any works are conducted safely and without any legacy problems being created.</p>
<p>LCC’s ownership of 4 blocks of County Farm land are potentially intersected by the Purple Route Corridor.</p>	<p>Noted.</p>

Table 7.6 Feedback received from Lincolnshire County Council – general comments

Feedback	NGVL response
<p>Archaeological work will need to form part of any mitigation strategy. There is currently insufficient site specific information on archaeological potential. Detailed archaeological desk top assessment combined with archaeological field walking and geophysical survey would be required to support the Environmental Statement.</p>	<p>Noted. Assessment, techniques and scope on the preferred route corridor will be discussed with the county archaeologist and Historic England.</p>

Table 7.6 Feedback received from Lincolnshire County Council – general comments

Feedback	NGVL response
<p>Highways and transport junction layout proposals for temporary and final design to Design Manual of Roads and Bridges (DMRB) standards; Swept paths of access proposals and along designated routes at key junctions; and estimate of construction traffic, routeings, duration, time of year (note seasonal traffic flows in this area-peak in summer)</p>	<p>Noted. Assessment, techniques and scope on the preferred route corridor will be discussed with the local Highways Authority, including any junction layout proposal.</p>
<p>Agricultural Land Classification (ALC) – detailed ALC survey in accordance with Natural England Technical Note TIN049.</p>	<p>Noted.</p>
<p>Soils and Soil Management Plan showing impact on the localised soils which will be disturbed, mitigation and protection of soils and how land will be restored following construction, with particular reference to any temporary working areas which are to be restored to agricultural use.</p>	<p>The soils temporarily disturbed as a result of cable installation and associated works will be fully restored following construction, as per the guidance contained in Department for Environment, Food and Rural Affairs’ (DEFRA) “Construction Code of Practice for Sustainable Use of Soils on Construction Sites”, with more detailed site specific mitigation designation for any soils identified as being of highly sensitivity, where required.</p>
<p>Detailed assessment of existing land drainage schemes should be documented with proposals agreed for mitigation both temporary during construction and permanent post construction, considering the appropriate cable depth.</p>	<p>NGVL will assess potential impacts of the Project on agricultural land drainage. Surveying, mitigation, construction and post construction design will be undertaken by a specialist team.</p>
<p>As detailed design is brought forward, the location of any permanent surface structures should consider impact on normal agricultural operations.</p>	<p>NGVL will be using joint bays which will sit underground resulting in no above ground infrastructure until the converter station, with the exception of some cable marker posts along the Cable Route. Detailed surveys carried out at the converter station will be used to microsite the development works into areas of lower ALC grading or non-agricultural land as far as is practicable.</p>
<p>Detailed information should be provided of any temporary compound areas and the routes of any site access including both permanent and temporary requirements for land take.</p>	<p>It is envisaged that the planning applications will include the necessary information suggested by the County Council.</p>

Table 7.6 Feedback received from Lincolnshire County Council – general comments

Feedback	NGVL response
The County Council recommend that the Purple Route Corridor is selected for further consideration and the Orange Route Corridor is dismissed.	Noted.

7.6 Natural England

7.6.1 The following comments have been received from Natural England and are summarised in the tables below; one for the Orange Route Corridor, one for the Purple Route Corridor and the final table on the converter station design styles.

Table 7.7 Feedback received from Natural England – Orange Route Corridor

Feedback	NGVL response
The western option of the Orange Route Corridor, where it divides around Gunby Hall, traverses the Lincolnshire Wolds AONB for approximately 3km. However as a much smaller distance is covered it may be more preferable than the Purple Route Corridor and we understand that mitigation measures including HDD may be an option along this route removing any significant impacts.	Noted. NGVL have considered AONB impact within the Preferred Route Corridor Report. Detailed consideration will be given in the Environmental Statement and Planning Statement, should the Orange Route Corridor be taken forward. Trenchless crossing techniques are being considered and will help inform a detailed alignment once a preferred route corridor is chosen.
There may also be other non-landscape constraints in this area and there would be the need to reinstate and mitigate any significant impacts to the landscape.	Further assessments of constraints will feed into the Environmental Statement that will be submitted with the Planning Application to the respective Local Planning Authorities.
NE advises that the route avoids both the SSSI and the woodland and is given an appropriate buffer to avoid any potential impacts. HDD should be considered to reduce the impacts to sensitive receptors.	During the routing selection process NGVL has avoided all SSSI's and will continue to assess determine what if any mitigation will be required. Trenchless crossing techniques will be considered where appropriate.
The cable route could skirt to the east and south of the large block of woodland that Willoughby Wood forms part of and which should be avoided.	Noted.

Table 7.7 Feedback received from Natural England – Orange Route Corridor

Feedback	NGVL response
Candlesby Hill SSSI appears that the route would include this SSSI, therefore advise that the cable route should avoid this site.	During the routeing selection process NGVL has avoided all SSSI's and will continue to assess and mitigate to ensure no significant effects.
The eastern route option should avoid disruption of the water table at the Grazing Marshes. An assessment on the impact of the cable installation activities and long term effects would need to be made on the hydrology of the area to assess the likely impact on the SSSI.	NGVL is aware of the significance of the Grazing Marshes and the challenges of routeing a cable through.
NE advises considering previous advice relating to European Protected Species and Discretionary Advice relating to soils and agriculture.	Noted.

Table 7.8 Feedback received from Natural England – Purple Route Corridor

Feedback	NGVL response
Both Purple and Orange Route Corridors traverse fields which fall within Higher Level Stewardship (HLS) agreements.	Noted.
Serious concerns with the Purple Route Corridor as it traverses 8km through the width of the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) which is a nationally designated landscape. Cable installation would cause significant disturbance both visually and to the tranquillity of the area. Maintenance of the route could result in a legacy of impact and disruption over the years.	Noted. NGVL have considered AONB impact within the Preferred Route Corridor Report. Detailed consideration will be given in the Environmental Statement and Planning Statement, should the Purple Route Corridor be taken forward.

Table 7.8 Feedback received from Natural England – Purple Route Corridor

Feedback	NGVL response
<p>Concerned with the number of junction boxes that would be necessary within the AONB section, and how they would be accessed and how often maintenance activities (including repairs) will occur.</p>	<p>NGVL confirm that junction boxes will <u>not</u> be required on the DC cable; underground cable joint bays will be required and once installed will not be visible. With the exception of marker posts along the route of the underground cables no above ground infrastructure will be required. Routine access for maintenance of the cables is not required. Access will only be required in the event of a cable failure. Land disturbed by construction will be restored to a pre-construction state.</p>
<p>If the Purple Route Corridor is chosen, NE would need to see convincing and specific reason for choosing this route over the alternative option. Clear evidence for the reasons for discounting the alternative option if the Purple Route Corridor is selected.</p>	<p>NGVL will choose the preferred cable route corridor with careful consideration given to all the information currently held, providing clear evidence for the reasons behind the choice.</p>
<p>NGVL would need to address how they would meet the tests set out in the NPPF.</p>	<p>Noted.</p>
<p>A Landscape and Visual Impact Assessment (LVIA) showing the specific landscape impact of the cabling proposal. Plans for reinstatement and mitigation of the landscape.</p>	<p>NGVL plan to produce and submit an LVIA showing specific landscape impact and plans for reinstatement and mitigation of the landscape.</p>
<p>Seek the advice of Lincolnshire Wolds Countryside Service for more detailed advice on the impact of the landscape along this route.</p>	<p>NGVL remains in dialogue with the Lincolnshire Wolds Countryside Services. Feedback from them has been received in the Phase 2 Consultation and is listed in chapter 7.10 of this report.</p>
<p>The Purple Route Corridor passes in close proximity to a number of Sites of Special Scientific Interest (SSSI). The proposed cable route corridor should not cause any significant impact both directly and indirectly on these nationally designated sites. It should be ensured that the cabling would not result in any hydrological impact to any SSSI's.</p>	<p>During the routeing process NGVL has avoided all SSSI's and will continue to assess and mitigate as appropriate to ensure no significant effects.</p>

Table 7.9 Feedback received from Natural England – converter station design styles

Feedback	NGVL response
NE has no nature conservation and landscape concerns to raise in relation to the design style of the converter station photomontage and fly around.	Noted.

7.7 The Environment Agency

7.7.1 The following comments have been received from The Environment Agency and are summarised in Table 7.10 below as general comments.

Table 7.10 Feedback received from the Environment Agency – general comments

Feedback	NGVL response
Environment Agency (EA) note that NGVL are using the relevant environmental data to inform its options decision. EA advise that they are likely to specify some requirements in respect of installation techniques to ensure appropriate environmental protection in place (for example, a requirement to pass under main rivers using HDD etc)	NGVL will continue its dialogue with the EA as it develops its plans further.
EA will be pleased to assist NGVL again when the preferred route corridor is announced and NGVL begin work on the detailed alignment.	Noted.

7.8 Historic England

7.8.1 The following comments have been received from Historic England (HE) and are summarised in Table 7.11 below; on both Orange and Purple Route Corridors.

Table 7.11 Feedback received from Historic England – both Orange and Purple Route Corridors

Feedback	NGVL response
Advise to include all heritage assets, regardless of period, for assessment.	Assessment, techniques and scope on the preferred route corridor will be discussed with the county archaeologist and Historic England.

Table 7.11 Feedback received from Historic England – both Orange and Purple Route Corridors	
Feedback	NGVL response
It is recognised that the advice provided by HE in relation to the density of designated and no-designated heritage assets within Lincolnshire Wolds AONB including particular prehistoric sites, is reflected in the assessment.	Noted.
It is recognised that the advice provided by HE in relation to the sensitivity of the historic landscape surrounding Gunby Hall, is reflected in the assessment.	Noted.
It is recognised that NGVL aim to avoid clusters of associated/broadly contemporaneous assets.	Noted.
Recommendation to produce detailed corridor maps for the refined Purple and Orange Route Corridors to assist in assessing the historic environment impacts of these two alternatives in detail.	Detailed assessment of the historic environment within the preferred route corridor, to inform the Environmental Statement, will be provided.
HE advice to choose the least harmful cable route corridor in relation to the historic environment impacts.	Noted.

7.9 Lincolnshire Wildlife Trust

7.9.1 The following comments have been received from Lincolnshire Wildlife Trust (LWT) and are summarised in the tables below; one for the Orange Route Corridor, one for the Purple Route Corridor and the final table reflecting general comments.

Table 7.12 Feedback received from The Lincolnshire Wildlife Trust – Orange Route Corridor	
Feedback	NGVL response
LWT has concerns regarding the eastern Orange Route Corridor which passes through the area of the LCGMP. Assessing the value of the existing grassland habitats, potential impacts on those existing habitats and how impacts could be avoided. Suitable mitigation measures would be required if avoidance is not feasible.	During the routeing selection process NGVL has avoided LCGM land where possible. These areas of ecological value would be highlighted during surveys to see if re-routeing would be possible. If we are unable to re-route, proposals would need to be developed in conjunction with LWT.

Table 7.12 Feedback received from The Lincolnshire Wildlife Trust – Orange Route Corridor

Feedback	NGVL response
Proposals for habitat enhancements to ensure there is net gain for biodiversity would need to be seen.	NGVL will consider habitat enhancements as proportionate and appropriate to the Project impact.

Table 7.13 Feedback received from The Lincolnshire Wildlife Trust – Purple Route Corridor

Feedback	NGVL response
Part of Keal Carr Site of Special Scientific Interest (SSSI) and Trust Nature Reserve sits within the Purple Route Corridor which could be impacted upon by the cable installation.	During the routeing selection process NGVL has avoided all SSSI's and will continue to assess and mitigate where necessary to ensure no significant effects.

Table 7.14 Feedback received from The Lincolnshire Wildlife Trust – general comments

Feedback	NGVL response
LWT strongly recommend that every effort is made to avoid statutory or non-statutory designated sites, including sites meeting the LWS criteria but not yet designated, and priority habitats during the detailed routeing of the cable corridor. Where avoidance is not possible, LWT support the use of less intrusive installation methods such as HDD.	During the routeing selection process NGVL has avoided designated sites where possible and will continue to assess and mitigate where appropriate to ensure no significant effects, following detailed surveys, assessments, and routeing and construction design. Trenchless crossing techniques will be considered where appropriate.

7.10 Lincolnshire Wolds Countryside Services

- 7.10.1 The following comments have been received from The Lincolnshire Wolds Countryside Services and are summarised in the tables below; one for the Purple Route Corridor, one for the Orange Route Corridor.

Table 7.15 Feedback received from Lincolnshire Wolds Countryside Services – Orange Route Corridor

Feedback	NGVL response
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Table 7.15 Feedback received from Lincolnshire Wolds Countryside Services – Orange Route Corridor

Feedback	NGVL response
<p>This route needs further consideration and discussion with partners. A route that avoids the AONB would be preferred but the need is recognised to secure an agreed route with minimal impact upon the Listed Gunby Hall Park and Gardens and its more immediate surroundings.</p>	<p>During the routeing selection process NGVL has avoided designated sites where possible and will continue to assess and propose mitigation where appropriate, following detailed surveys, assessments and routeing and construction design.</p>

Table 7.16 Feedback received from Lincolnshire Wolds Countryside Services – Purple Route Corridor

Feedback	NGVL response
<p>The Purple Route Corridor would be the most undesirable routeing selection from the perspective of the AONB. Paragraph 115 and 116 of the NPPF should be considered.</p>	<p>NGVL note the National Policy tests in particular paragraphs 115 and 116, should a route through the AONB be pursued. These will be considered in full in the Planning Statement submitted with any application should the Purple Route Corridor be taken forward.</p>
<p>Section 89 of the National Parks and Access to the Countryside Act 1949, requires the preparation and publication of a Partnership Management Plan and its periodic review by the appropriate local authorities.</p>	<p>NGVL understand and acknowledge the Countryside and Rights of Way Act (2000) and National Parks and Access to the Countryside Act (1949). PRoW which are affected will be identified. NGVL are aware of the need for appropriate notification and consultation with regard to any temporary closure/diversions.</p>
<p>East Lindsey District Council (ELDC) Local Plan Alteration 1999; saved Policy C11 A, B, C and D.</p>	<p>NGVL note and acknowledge the ELDC Local Plan against which the UK Onshore Scheme will be considered.</p>
<p>Lincolnshire Wolds AONB Management Plan 2013-18. The current Partnership Management Plan has been formally adopted by all relevant authorities.</p>	<p>NGVL note and acknowledge the Lincolnshire Wolds AONB Management Plan against which the UK Onshore Scheme will be considered.</p>

7.11 Lindsey Marsh Drainage Board

7.11.1 The following comments have been received from Lindsey Marsh Drainage Board (LMDB) and are summarised in the tables below; one for both Orange and Purple Route Corridors and the final table specifically for the Purple Route Corridor.

Table 7.17 Feedback received from Lindsey Marsh Drainage Board – both Orange and Purple Route Corridors	
Feedback	NGVL response
Concerns raised regarding the number of watercourse crossings required by each cable route corridor.	<p>Noted.</p> <p>Once a preferred route corridor has been identified work will be carried out to identify a route for the cables within that corridor. Further work will be undertaken with land owners, Internal Drainage Boards, the Environment Agency amongst others to understand and assess impacts of crossing water courses.</p> <p>A flood risk assessment will form part of the Environmental Statement.</p>

Table 7.18 Feedback received from Lindsey Marsh Drainage Board – Purple Route Corridors	
Feedback	NGVL response
<p>LMDB has strong preference for the Purple Route Corridor in comparison to the Orange Route Corridor due to;</p> <ul style="list-style-type: none"> - The cable could run parallel to LMDB - Fewer higher risk service crossings - Lower impact on the integrity of the Board - Reduction in the number of private drainage systems impacted - Less disruption to agricultural land drainage systems - Reduced number of riparian drains - Avoids more settlements 	Noted.
The preferred method for crossing LMDB maintained drains is HDD.	Noted.

Table 7.18 Feedback received from Lindsey Marsh Drainage Board – Purple Route Corridors

Feedback	NGVL response
LMDB will require a minimum depth of 2 metres below the hard bed level of the watercourse in addition to the protective depth required by NG for the cable. Associated drill pits will need to be 10 metres from the watercourse bank top.	Noted.
Important points for consideration were raised and agreements required prior to the development commencing.	Noted.
Recommendation to undertake field surveys as soon as possible on a wide selection of watercourses to establish depths of watercourses.	Noted.
NGVL will need to fully demonstrate that there are no temporary or permanent negative impacts upon the current and future operation of the Boygrift Pumping Station.	NGVL will remain in dialogue with LMDB on the Boygrift Pumping Station to ensure that Viking Link works do not compromise its operation on a temporary or permanent basis.

7.12 Black Sluice Internal Drainage Board

7.12.1 The following comments have been received from Black Sluice Internal Drainage Board (BSIDB) and are summarised in the tables below; one for both Orange and Purple Route Corridors and the final table specifically to the Purple Route Corridor.

Table 7.19 Feedback received from Black Sluice Internal Drainage Board – both Orange and Purple Route Corridors

Feedback	NGVL response
HDD crossing of the South Forty Foot Drain would then mean crossing only one main river and potentially only one BSIDB-maintained watercourse. It is BSIDB's preference that all watercourse crossings are carried out by HDD.	Noted. Trenchless crossing techniques will be considered where appropriate.
No part of the converter station site shall be located within 9 meters of the top of the banks of these watercourses. Consent will also be required for any surface water discharges from the site into any watercourse.	Noted.

Table 7.19 Feedback received from Black Sluice Internal Drainage Board – both Orange and Purple Route Corridors	
Feedback	NGVL response
Prior written consent will be required from BSIDB for the three points stated in the feedback.	Noted.
All watercourse crossings should be no less than 2 metres plus the NGVL standard safety distance beneath the hard bed level of the watercourse.	Noted.
Where a crossing is under an BSIDB-maintained watercourse, the level of the crossing shall be to Ordnance Data Newlyn (ODN). All works, including post-construction, must not preclude BSIDB or landowners from being able to carry out maintenance or improvements on any watercourse. Post-construction wayleaves, easements or any other restrictions present a serious concern for the BSIDB.	Noted.
The BSIDB will not accept any restrictions to its normal working practices. Including, weeding and bank cutting, improvements such as deepening and widening of watercourses, construction works such as sheet piling and installation of culverts.	Noted. NGVL will remain in dialogue with BSIDB.
Existing landowners underground field drainage systems need to be considered to ensure these are not affected by the cable. New or altered outfalls may require BSIDB consent if unavoidable.	NGVL will assess potential impacts of the Project on agricultural land drainage. Surveying, mitigation, construction and post construction design will be undertaken by a specialist team.

Table 7.20 Feedback received from Black Sluice Internal Drainage Board – Purple Route Corridors	
Feedback	NGVL response
Preference for Cable Routeing to the western corridor at the southern end of the cable route corridor as this would involve fewer water course crossings.	Noted.

7.13 Witham Fourth Internal Drainage Board

7.13.1 The following comments have been received from Witham Fourth Internal Drainage Board (WFIDB) and are summarised in Table 7.21 below; on the general comments for both Orange and Purple Route Corridors.

Table 7.21 Feedback received from Witham Fourth Internal Drainage Board – both Orange and Purple Route Corridors	
Feedback	NGVL response
The Purple Route Corridor is WFIDB’s preferred option as it has the least impact on WFIDB’s maintained watercourses. This route reduces impact on; <ul style="list-style-type: none"> - Flood risk - Drainage - Watercourse ecology 	Noted.
Land Drainage or Byelaw consent will be required for any works in, under, over or within 9m of a watercourse.	Noted.
Cables should be buried at a depth that avoids disruption to agricultural drainage systems and at least 2metres below the hard bed of all watercourses or other level to WFIDB’s approval plus NGVLs safe working clearance.	Noted.
The works must not restrict the Boards or landowners ability to maintain or improve watercourses during or after the completion of the Project.	Noted.
WFIDB owns land in connection with some watercourses and will be seeking land owner compensation.	We aim to work with the landowners to minimise disruption to farm operations where possible. NGVL will propose a range of compensation payments in recognition of any potential land damage and disturbances that may be caused.
Temporary compounds, haul roads and other construction phase work sites as well as permanent structures, should be at least 9m from any WFIDB maintained watercourse.	Noted.

Table 7.21 Feedback received from Witham Fourth Internal Drainage Board – both Orange and Purple Route Corridors

Feedback	NGVL response
Advise to liaise with WFIDB over the life of the Project.	NGVL will remain in dialogue with WFIDB on announcement of a preferred route corridor.

7.14 The National Farmers Union

7.14.1 The following comments have been received from the National Farmers Union and are summarised in Table 7.22 below; table on general comments for both cable route corridors.

Table 7.22 Feedback received from the National Farmers Union – general comments

Feedback	NGVL response
Chapter 7 (UK Onshore Scheme; Scoping Report) deals with agriculture and soils. We feel that this chapter is somewhat light on two issues, namely drainage and biosecurity.	NGVL are aware of the importance of land drainage to landowners and tenants. Once the preferred cable route corridor has been identified, work will be carried out to identify a detailed alignment for the cable within that corridor. Land drainage surveys will take place along the proposed route working closely with land owners, land drainage design for construction and post construction phases will then be prepared. NGVL will ensure all land drains that are disturbed during the installation of the cable will be returned to pre development state.
A land drainage expert should be employed who knows the land drainage systems in the area to communicate with landowners and tenants about mitigation works.	NGVL will assess potential impacts of the Project on agricultural land drainage. Surveying, mitigation, construction and post construction design will be undertaken by a specialist team.
The lower the cable in the ground, the less intrusion there should be with land drainage systems and farming operations.	Once the preferred cable route corridor is decided, NGVL will conduct surveys along the route to inform cable depth installation, taking into account all aspects of drainage.

Table 7.22 Feedback received from the National Farmers Union – general comments

Feedback	NGVL response
<p>Biosecurity measures are not addressed in the document and we would urge that proper, effective biosecurity measures are undertaken by all contractors on agricultural land during the lifetime of the Project to ensure plant and animal diseases are not spread along the cable route corridor by construction and other staff working on or visiting farms.</p>	<p>NGVL recognise biosecurity as an important factor during the construction phase. The Agricultural Liaison Officer will communicate with landowners and tenants to identify areas of known high risk, and allow for suitable mitigation to be carried out. The use of Best Management Practice (BMP) in line with those already in place on individual farms, where appropriate, will minimise the risk of pathogen transfer. The preparation of a Soil Management Plan (SMP) within the Construction Environmental Management Plan will provide details on how soil will be protected during the construction period and how land will be restored following construction in accordance with Code of Construction Practice for the Sustainable Use of Soils on Construction Site with particular reference to any temporary working areas which are to be restored to agricultural use.</p>

7.15 The National Trust

7.15.1 The following comments have been received from The National Trust and are summarised in the tables below; one for the Orange Route Corridor, one for the Purple Route Corridor and the final table on general comments.

Table 7.23 Feedback received from The National Trust – Orange Route Corridor

Feedback	NGVL response
<p>The western leg of the Orange Route Corridor appears to pass through an area of the Wolds AONB, Paragraph 115 and 116 of the NPPF would therefore apply to this section of the route.</p>	<p>NGVL note the National Policy tests in the NPPF, and in particular paragraphs 115 and 116, should a route through the AONB be pursued. These will be considered in full in the Planning Statement submitted with any applications should the Purple Route Corridor be taken forward.</p>

Table 7.23 Feedback received from The National Trust – Orange Route Corridor

Feedback	NGVL response
A section of the eastern leg of the Orange Route Corridor passes through National Trust land at Gunby Estate. While the National Trust has the power to grant an easement over inalienable land, the Trust cannot part with possession of the surface of the land. Nor would an easement be granted if the associated impacts were not acceptable.	NGVL will continue to engage with the National Trust regarding an easement if this route is taken forward- and notes NT's position in respect of inalienable land.
The eastern leg includes a significant area of National Trust land between Burgh-le-Marsh and Bratoft. Were the route (and associated easements) to pass through this area it would need to consider and avoid or minimise impacts on the 9 listed factors stated in the response. (includes impacts on landscape, heritage, ecology, transport, drainage and local communities)	Noted.
Impacts on access to the Monksthorpe Chapel should be minimised and to ensure that the historic approach to the property along the lane from the west is restored and maintained for the future.	Noted. A Construction Management Plan will be provided with any submissions.

Table 7.24 Feedback received from The National Trust – Purple Route Corridor

Feedback	NGVL response
As the Purple Route Corridor routes through the AONB, Paragraph 115 of the NPPF would need to be met, requiring that great weight is given to conservation of landscape and scenic beauty. Conservation of wildlife and cultural heritage will also be an important consideration. The 'exceptional circumstances test' in paragraph 116 of the NPPF would also therefore need to be met	NGVL are aware of the National Policy tests should a route through the AONB be pursued. These will be considered in full in the Planning Statement submitted with any application should the Purple Route Corridor be taken forward. Impacts on landscape, ecology and cultural heritage will be assessed in the Environmental Statement.

Table 7.25 Feedback received from The National Trust – general comments

Feedback	NGVL response
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Table 7.25 Feedback received from The National Trust – general comments

Feedback	NGVL response
National Trust advises NGVL to consider (amongst other things) – Landscape impact – Heritage impact – Ecological impact – Transport impact – Impacts on local communities – Impacts on drainage	Noted
National and Local Planning Policies should also be taken into account.	NGVL acknowledge the requirements of Planning Policy at National and Local level.
Concern regarding impact of construction on the heritage assets, visitor operation and tenanted areas at Gunby arising as a result of noise, dust and road closure etc.	Noted. A Construction Management Plan will be provided with any submissions.
Concern over the size of works areas and associated easements and will need to be clarified as detailed routeing is developed. The location and timing of works at particular locations will also need to be clarified.	NGVL can confirm that the typical working width for the DC cable is up to 30m wide and the easement will be up to 15m wide. A construction programme will be provided with any planning submission.
Archaeology evaluation should inform the final course of the route. Site supervision and recording should also be carried out during construction.	An archaeological assessment will be carried out which will inform the detailed alignment of the cables within the preferred route corridor.
Assessment of impact on the setting of heritage assets will require a more nuanced approach than application of 50m buffers.	Noted. Assessment, techniques and scope on the preferred route corridor will be discussed with the county archaeologist and Historic England.
Disruption to farming practices including any loss of income to landowners and tenants should be carefully considered.	Where appropriate, our land agents will be contacting landowners and tenants to discuss a potential route alignment through their land and to gather information about farm accesses, land drainage, farm practices etc. that might influence the route alignment. We aim to work with the landowners and tenants to minimise disruption to farm operations where possible.

CONTACT US



You can find out more information by:



calling our freephone number:
0800 731 0561



Sending an email to:
vikinglink@communityrelations.co.uk



Writing to our freepost address at:
FREEPOST VIKING LINK



Visiting our website at:
www.viking-link.com

If you, or someone you know, would like information in Braille, audio, large print or another language, please call us on the freephone number above.

VikingLink

nationalgrid

UK Onshore Scheme Phase 2 Consultation Feedback Report Volume 3

Document Reference: VKL-08-39-G500-008

December 2016



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8 Appendices

Appendix 1 Comments received during public participation events

Table 8.1 Comments received during public participation events

Ref no.	Comments
1	I would suggest use of the old railway track/route from Huttoft joining existing track at the Skegness loop. Using side of railway track would save a lot of time and money
2	I attended the exhibition at Orby, along with my wife, Maureen. Both of us were impressed with what we saw. We were particularly impressed with description provided by the Project Director. He answered all our questions in language we could understand and addressed our concerns. There were two matters that only came to light a few days later. 1) How far does the cable have to be away from people's homes? 2) are there any health issues, similar to those arising from overhead cables. I felt that unlike previous experiences, the team was anxious to co-operate with local residents affected by the project.
3	Good plan - I do not see that there could be any problem at all, especially as cables are underground. Good to see UK working closely with Danes and other Scandinavian countries!
4	<i>No comment made</i>
5	Good venue and meet and greet staff. Informative display. No details of preference RE: cable corridor or national grid are there any agreements already in place with the Government or East Lindsey District council? Concerns with Heavy Traffic on unclassified roads during construction.
6	Add to database
7	Informative and good to talk to Josh (fellow agent)
8	I realise they are two different projects but please consider cooperation with the other project with landfalls at Anderby and dig <u>one</u> trench and lay both sets of cables together. Suppose this would mean too much co-operation!!! Is this really necessary - don't we generate enough electricity ourselves without importing from Denmark?
9	I am pleased that I went to the information meeting at the Village Hall in Orby. IT made things much clearer. Your staff there were most helpful. Thank you.
10	Waste of time coming, expected to see possible routes
11	An easy to understand presentation. As a farmer I have a huge amount of concern with regards to the potential destruction of and existing land drainage schemes. Once the land has been disturbed at the 1.5m depth mentioned in the pictorial boards then there is a problem with the stability of the soil and its usefulness for any future drainage works. Everything possible should be done to mitigate the potential disruption to land drainage schemes
12	It was interesting to see and discuss the issues surrounding this strategic project. I now understand why the decision was taken to embark on such a complex approach to meeting future national energy requirements. Whilst it was made clear what the geographic and engineering challenges are I was less aware of the extent and area of its planned contribution to the National Grid. Your staff were most helpful and informative.

Appendix 2 Phase 2 Consultation letter sent to local authority officers and representatives of statutory and other stakeholder groups

Table 8.1 Comments received during public participation events

Ref no.	Comments
13	<p>I would only state that Mablethorpe and Sutton in Sea have a township of over 11,000+ residents, whereas Huttoft has, probably, less than 2k. Nor is it central to the vast majority of people. Sutton on Sea would be the half way mark.</p> <p>Perhaps, for future consideration, it might be best to contact the local Town Councils and ask their advice.</p>
14	<p>I visited the Viking Link display held at Stickford Community Centre along with a neighbour. Although I had looked at your website before hand and knew all the information shown, my neighbour had not and found it informative.</p> <p>The fact that there were at least 7 personnel to just us 2 appeared a little over-manned: hopefully they were busier later.</p> <p>Our questions were all answered efficiently and courteously.</p> <p>However, the main question I thought I might get answered was a refined indication of the routes to be considered. I am not concerned; two of the team members reassured us about the works etc..</p> <p>Despite the helpfulness of the team I did leave feeling that this was a wasted step and perhaps formed part of a 'tick box public consultation' requirement.</p> <p>I was disappointed that I could not fill in the comment form on line. Hopefully this will suffice.</p>
15	<p>Thank you for the notice of public events but I would like to ask why it was not felt necessary to hold a public meeting in Mablethorpe? Do you feel that our community will be the least affected by the necessary ground works?</p>

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nationalgrid

[INSERT FULL ADDRESS]
XXXXX
XXXXX
XXXXX
XXXXX

22 August 2016

Dear [Insert Title and Last Name]

Viking Link Interconnector Project – confirmation of preferred sites for a Landfall Point and a Converter Station and start of Phase 2 public consultation

I am writing to update you on the progress of our proposals for a new electricity interconnector between Great Britain and Denmark.

During April and May this year we held a public consultation (Phase 1) to ask people for their views on where we might bring our electricity cables onshore and where we might build a Converter Station, near the existing National Grid substation at Bicker Fen.

We've carefully considered all the feedback we received and can now advise that we've selected site **LF1a adjacent to Sandilands golf course**, as our preferred landfall location for bringing the submarine cables ashore and site **CS1 within the parish of Donington** for the Converter Station location. These are shown on the enclosed map. We will now carry out further surveys to confirm the sites are suitable for our equipment.

Local opinion played an important part in the decision and we selected these sites after careful consideration of all the information provided by local people, along with environmental and technical information. We would like to thank everyone who participated in the earlier consultation and provided comments.

More information on how we selected these sites is available in our UK Onshore Scheme: Preferred Sites Report and details of the issues raised during the consultation and how these have been taken into account can be found in our UK Onshore Scheme: Phase 1 Consultation Feedback Report. Both reports are available via the following link:
www.viking-link.com/documents.

Our next step is to identify the most appropriate route for the underground high voltage Direct Current (DC) cables between the landfall and the Converter Station sites (Phase 2 Consultation).

We have identified broad 'route corridor options' for where we might route the cables and we would like to ask local residents, landowners, farmers and other stakeholders for their views on these route corridor options and to see if there is anything else we need to consider when deciding which one to take forward.

We're planning ten public consultation events and you are welcome to come to any of these:

Venue	Post code	Date	Time
Bicker Village Hall*	PE20 3BT	Wednesday 7 September	2:00pm- 8:00pm
Sandilands, Grange & Links Hotel	LN12 2RJ	Thursday 8 September	2:00pm-8:00pm
Donington, The Ruby Hunt Centre*	PE11 4UA	Friday 9 September	2:00pm-8:00pm
Stickney Village Hall	PE22 8BA	Saturday 10 September	12:00pm-4:30pm
Orby Village Hall	PE24 5HT	Wednesday 14 September	2:00pm-8:00pm
Helpringham Memorial Hall	NG34 0RJ	Thursday 15 September	2:00pm-8:00pm
Alford Corn Exchange	LN13 9EB	Friday 16 September	2:00pm-8:00pm
Little Steeping Village Hall	PE23 5BH	Thursday 22 September	2:00pm-8:00pm
Partney, Dalby & Dexthorpe Victory Hall	PE23 4PG	Monday 3 October	2:00pm-8:00pm
Hubberts Bridge Community Centre	PE20 3SG	Tuesday 4 October	2:00pm-8:00pm

*Additional information on the design options for the converter station will be available at these events.

The public events will form part of a six-week consultation period which opens on Monday 5 September and will close on Friday 14 October 2016.

All of the consultation information, including the consultation feedback form, will be available on our project website www.viking-link.com.

If you have any questions please do not hesitate to contact me.

Yours sincerely



Liz Wells
 Consents Officer
liz_wells@nationalgrid.com

Preferred location for the Viking Link landfall site



Preferred location for the Viking Link converter station



Both sites are subject to survey

Appendix 3 List of MPs and MEPs invited to take part in Phase 2 Consultation

Members of Parliament

Matt Warman MP	Boston and Skegness
Victoria Atkins MP	Louth and Horncastle
Stephen Phillips MP	Sleaford and North Hykeham
John Hayes MP	South Holland and the Deepings

Members of European Parliament

Roger Helmer MEP	East Midlands
Andrew Lewer MEP	East Midlands
Emma McClarkin MEP	East Midlands
Margot Parker MEP	East Midlands
Glenis Willmott MEP	East Midlands

Appendix 4 Phase 2 Consultation letter sent to MPs and MEPs

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nationalgrid

By email

Mr Andrew Lewer MBE MEP
Albion House
17 Town Street
Duffield
Derbyshire
DE56 4EH

22 August 2016

Dear Andrew

Viking Link Interconnector Project: confirmation of preferred sites and start of Phase 2 Public Consultation

I would like to update you on our project.

Today we are publicly confirming our preferred sites for the landfall point and converter station. We've selected a landfall site adjacent to Sandilands golf course for bringing the submarine cables ashore. We've also selected a site within the parish of Donington for the converter station location. These are shown on the enclosed maps. We will now carry out further surveys to confirm the sites are suitable for our equipment.

Local opinion played an important part in the decision and we selected these sites after careful consideration of all the information provided by local people during our Phase 1 Consultation in April and May this year, along with environmental and technical information.

We are publishing two reports to explain how we selected these sites and details of the issues raised during the consultation and how these were taken into account. Both reports, our UK Onshore Scheme: Preferred Sites Report and UK Onshore Scheme: Phase 1 Consultation Feedback Report, are available on our project website www.viking-link.com/documents. Please let me know if you would like a printed copy.

Our next step is to identify the most appropriate route for the underground high voltage Direct Current (DC) cables between the landfall and the converter station sites. We have identified broad 'route corridor options' for where we might route the cables and we will ask local residents, landowners, farmers and other stakeholders for their views on these route corridor options and to see if there is anything else we need to consider when deciding which one to take forward.

We're planning ten public consultation events which will form part of a six-week consultation period which opens on Monday 5 September and will close on Friday 14 October 2016.

I know we have been in touch with your office to arrange an update meeting and I look forward to seeing you on 31 August. In the meantime, if you would like any further information on the consultation or would like to attend any of the events, please don't hesitate to get in touch.

Yours sincerely



Oliver Wood
Project Director

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By email

Ms Emma McClarkin MEP
Ground Floor Suite
Three Crowns Yard
High Street
Market Harborough
LE16 7AF

22 August 2016

Dear Emma

Viking Link Interconnector Project: confirmation of preferred sites and start of Phase 2 Public Consultation

I would like to update you on our project.

Today we are publicly confirming our preferred sites for the landfall point and converter station. We've selected a landfall site adjacent to Sandilands golf course for bringing the submarine cables ashore. We've also selected a site within the parish of Donington for the converter station location. These are shown on the enclosed maps. We will now carry out further surveys to confirm the sites are suitable for our equipment.

Local opinion played an important part in the decision and we selected these sites after careful consideration of all the information provided by local people during our Phase 1 Consultation in April and May this year, along with environmental and technical information.

We are publishing two reports to explain how we selected these sites and details of the issues raised during the consultation and how these were taken into account. Both reports, our UK Onshore Scheme: Preferred Sites Report and UK Onshore Scheme: Phase 1 Consultation Feedback Report, are available on our project website www.viking-link.com/documents. Please let me know if you would like a printed copy.

Our next step is to identify the most appropriate route for the underground high voltage Direct Current (DC) cables between the landfall and the converter station sites. We have identified broad 'route corridor options' for where we might route the cables and we will ask local residents, landowners, farmers and other stakeholders for their views on these route corridor options and to see if there is anything else we need to consider when deciding which one to take forward.

We're planning ten public consultation events which will form part of a six-week consultation period which opens on Monday 5 September and will close on Friday 14 October 2016.

We have been in touch with your office to arrange an update meeting and I hope to see you soon. In the meantime, if you would like any further information on the consultation or would like to attend any of the events, please don't hesitate to get in touch.

Yours sincerely



Oliver Wood
Project Director

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By email

Ms Glenis Willmott MEP
Harold Wilson House
23 Barratt Lane
Attenborough
Nottingham
NG9 6AD

22 August 2016

Dear Ms Willmott

Viking Link Interconnector Project: confirmation of preferred sites and start of Phase 2 Public Consultation

I would like to update you on our project.

Today we are publicly confirming our preferred sites for the landfall point and converter station. We've selected a landfall site adjacent to Sandilands golf course for bringing the submarine cables ashore. We've also selected a site within the parish of Donington for the converter station location. These are shown on the enclosed maps. We will now carry out further surveys to confirm the sites are suitable for our equipment.

Local opinion played an important part in the decision and we selected these sites after careful consideration of all the information provided by local people during our Phase 1 Consultation in April and May this year, along with environmental and technical information.

We are publishing two reports to explain how we selected these sites and details of the issues raised during the consultation and how these were taken into account. Both reports, our UK Onshore Scheme: Preferred Sites Report and UK Onshore Scheme: Phase 1 Consultation Feedback Report, are available on our project website www.viking-link.com/documents. Please let me know if you would like a printed copy.

Our next step is to identify the most appropriate route for the underground high voltage Direct Current (DC) cables between the landfall and the converter station sites. We have identified broad 'route corridor options' for where we might route the cables and we will ask local residents, landowners, farmers and other stakeholders for their views on these route corridor options and to see if there is anything else we need to consider when deciding which one to take forward.

We're planning ten public consultation events which will form part of a six-week consultation period which opens on Monday 5 September and will close on Friday 14 October 2016.

We have been in touch with your office to arrange an update meeting and I hope to see you soon. In the meantime, if you would like any further information on the consultation or would like to attend any of the events, please don't hesitate to get in touch.

Yours sincerely



Oliver Wood
Project Director

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By email

Rt. Hon. John Hayes MP
Office 1, Broad Street Business Centre
10 Broad Street
Spalding
Lincolnshire
PE11 1TB

22 August 2016

Dear John

Viking Link Interconnector Project: confirmation of preferred sites and start of Phase 2 Public Consultation

Further to my recent email, today we are publicly confirming our preferred sites for the landfall point and converter station. We've selected a landfall site adjacent to Sandilands golf course for bringing the submarine cables ashore. We've also selected a site within the parish of Donington for the converter station location. These are shown on the enclosed maps. We will now carry out further surveys to confirm the sites are suitable for our equipment.

Local opinion played an important part in the decision and we selected these sites after careful consideration of all the information provided by local people during our Phase 1 Consultation in April and May this year, along with environmental and technical information.

Today we are publishing two reports to explain how we selected these sites and details of the issues raised during the consultation and how these were taken into account. Both reports, our UK Onshore Scheme: Preferred Sites Report and UK Onshore Scheme: Phase 1 Consultation Feedback Report, are available on our project website www.viking-link.com/documents. Please let me know if you would like a printed copy.

Our next step is to identify the most appropriate route for the underground high voltage Direct Current (DC) cables between the landfall and the converter station sites. We will have identified broad 'route corridor options' for where we might route the cables and we will ask local residents, landowners, farmers and other stakeholders for their views on these route corridor options and to see if there is anything else we need to consider when deciding which one to take forward.

We're planning ten public consultation events which will form part of a six-week consultation period which opens on Monday 5 September and will close on Friday 14 October 2016.

We have been in touch with your office to arrange an update meeting and I hope to see you soon. In the meantime, if you would like any further information on the consultation or would like to attend any of the events, please don't hesitate to get in touch.

With kind regards,

Yours sincerely



Oliver Wood
Project Director

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By email

Ms Margot Parker MEP
44b High Street
Old Village
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NN17 1UU

22 August 2016

Dear Ms Parker

Viking Link Interconnector Project: confirmation of preferred sites and start of Phase 2 Public Consultation

I would like to update you on our project.

Today we are publicly confirming our preferred sites for the landfall point and converter station. We've selected a landfall site adjacent to Sandilands golf course for bringing the submarine cables ashore. We've also selected a site within the parish of Donington for the converter station location. These are shown on the enclosed maps. We will now carry out further surveys to confirm the sites are suitable for our equipment.

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We have been in touch with your office to arrange an update meeting and I hope to see you soon. In the meantime, if you would like any further information on the consultation or would like to attend any of the events, please don't hesitate to get in touch.

Yours sincerely



Oliver Wood
Project Director

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By email

Mr Matt Warman MP
63 Wide Bargate
Boston
Lincolnshire
PE21 6SG

22 August 2016

Dear Matt

Viking Link Interconnector Project: confirmation of preferred sites and start of Phase 2 Public Consultation

Thank you again for the recent meeting. We found it very useful and I hope you did too.

As discussed, today we are publicly confirming our preferred sites for the landfall point and converter station. We've selected a landfall site adjacent to Sandilands golf course for bringing the submarine cables ashore. We've also selected a site within the parish of Donington for the converter station location. These are shown on the enclosed maps. We will now carry out further surveys to confirm the sites are suitable for our equipment.

Local opinion played an important part in the decision and we selected these sites after careful consideration of all the information provided by local people during our Phase 1 Consultation in April and May this year, along with environmental and technical information.

Today we are publishing two reports to explain how we selected these sites and details of the issues raised during the consultation and how these were taken into account. Both reports, our UK Onshore Scheme: Preferred Sites Report and UK Onshore Scheme: Phase 1 Consultation Feedback Report, are available on our project website www.viking-link.com/documents. Please let me know if you would like a printed copy.

Our next step is to identify the most appropriate route for the underground high voltage Direct Current (DC) cables between the landfall and the converter station sites. We have identified broad 'route corridor options' for where we might route the cables and we will ask local residents, landowners, farmers and other stakeholders for their views on these route corridor options and to see if there is anything else we need to consider when deciding which one to take forward.

We're planning ten public consultation events which will form part of a six-week consultation period which opens on Monday 5 September and will close on Friday 14 October 2016.

I will keep you updated as the project progresses but, in the meantime, if you would like any further information on the consultation or would like to attend any of the events, please don't hesitate to get in touch.

With kind regards,

Yours sincerely



Oliver Wood
Project Director

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

nationalgrid

By email

Mr Roger Helmer MEP
21 Manor Walk
Coventry Road
Market Harborough
Leicestershire
LE16 9BP

22 August 2016

Dear Roger

Viking Link Interconnector Project: confirmation of preferred sites and start of Phase 2 Public Consultation

I would like to update you on our project.

Today we are publicly confirming our preferred sites for the landfall point and converter station. We've selected a landfall site adjacent to Sandilands golf course for bringing the submarine cables ashore. We've also selected a site within the parish of Donington for the converter station location. These are shown on the enclosed maps. We will now carry out further surveys to confirm the sites are suitable for our equipment.

Local opinion played an important part in the decision and we selected these sites after careful consideration of all the information provided by local people during our Phase 1 Consultation in April and May this year, along with environmental and technical information.

We are publishing two reports to explain how we selected these sites and details of the issues raised during the consultation and how these were taken into account. Both reports, our UK Onshore Scheme: Preferred Sites Report and UK Onshore Scheme: Phase 1 Consultation Feedback Report, are available on our project website www.viking-link.com/documents. Please let me know if you would like a printed copy.

Our next step is to identify the most appropriate route for the underground high voltage Direct Current (DC) cables between the landfall and the converter station sites. We have identified broad 'route corridor options' for where we might route the cables and we will ask local residents, landowners, farmers and other stakeholders for their views on these route corridor options and to see if there is anything else we need to consider when deciding which one to take forward.

We're planning ten public consultation events which will form part of a six-week consultation period which opens on Monday 5 September and will close on Friday 14 October 2016.

We have been in touch with your office to arrange an update meeting and I hope to see you soon. In the meantime, if you would like any further information on the consultation or would like to attend any of the events, please don't hesitate to get in touch.

Yours sincerely



Oliver Wood
Project Director

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

nationalgrid

By email

Stephen Phillips QC MP
6 Market Place
Sleaford
Lincolnshire
NG34 7SD

22 August 2016

Dear Stephen

Viking Link Interconnector Project: confirmation of preferred sites and start of Phase 2 Public Consultation

Further to my recent email, today we are publicly confirming our preferred sites for the landfall point and converter station. We've selected a landfall site adjacent to Sandilands golf course for bringing the submarine cables ashore. We've also selected a site within the parish of Donington for the converter station location. These are shown on the enclosed maps. We will now carry out further surveys to confirm the sites are suitable for our equipment.

Local opinion played an important part in the decision and we selected these sites after careful consideration of all the information provided by local people during our Phase 1 Consultation in April and May this year, along with environmental and technical information.

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Our next step is to identify the most appropriate route for the underground high voltage Direct Current (DC) cables between the landfall and the converter station sites. We will have identified broad 'route corridor options' for where we might route the cables and we will ask local residents, landowners, farmers and other stakeholders for their views on these route corridor options and to see if there is anything else we need to consider when deciding which one to take forward.

We're planning ten public consultation events which will form part of a six-week consultation period which opens on Monday 5 September and will close on Friday 14 October 2016.

We have been in touch with your office to arrange an update meeting and I hope to see you soon. In the meantime, if you would like any further information on the consultation or would like to attend any of the events, please don't hesitate to get in touch.

With kind regards,

Yours sincerely



Oliver Wood
Project Director

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

nationalgrid

By email

Ms Victoria Atkins MP
House of Commons
London
SW1A 0AA

22 August 2016

Dear Victoria

Viking Link Interconnector Project: confirmation of preferred sites and start of Phase 2 Public Consultation

Further to my recent email, today we are publicly confirming our preferred sites for the landfall point and converter station. We've selected a landfall site adjacent to Sandilands golf course for bringing the submarine cables ashore. We've also selected a site within the parish of Donington for the converter station location. These are shown on the enclosed maps. We will now carry out further surveys to confirm the sites are suitable for our equipment.

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Our next step is to identify the most appropriate route for the underground high voltage Direct Current (DC) cables between the landfall and the converter station sites. We will have identified broad 'route corridor options' for where we might route the cables and we will ask local residents, landowners, farmers and other stakeholders for their views on these route corridor options and to see if there is anything else we need to consider when deciding which one to take forward.

We're planning ten public consultation events which will form part of a six-week consultation period which opens on Monday 5 September and will close on Friday 14 October 2016.

We have been in touch with your office to arrange an update meeting and I hope to see you soon. In the meantime, if you would like any further information on the consultation or would like to attend any of the events, please don't hesitate to get in touch.

With kind regards,

Yours sincerely



Oliver Wood
Project Director

Appendix 5 Parish and town councils invited to take part in Phase 2 Consultation

Table 8.2 Parish and town councils invited to take part in Phase 2 Consultation

Project location	Parish/town council
Converter station sites	Swineshead Parish Council
	Donington Parish Council
	Bicker Parish Council
	Great Hale Parish Council
	Little Hale Parish Council
	Helpringham Parish Council
	Swaton Parish Council
	Horbling Parish Council
	Heckington Parish Council
	South Kyme Parish Council
Landfall sites	Theddlethorpe Parish Council
	Mablethorpe and Sutton Town Council
	Huttoft Parish Council
	Anderby Parish Council
	Chapel St Leonards Parish Council
	Bilsby and Farlesthorne Parish Council (including Markby)
	Mumby Parish Council
	Cumberworth Parish Council
	Ingoldmells Parish Council
	Skegness Town Council
Cable route corridors	Beesby with Saleby Parish Council
	Alford Town Council
	Aby with Greenfield Parish Council
	Swaby, Haugh and South Thoresby Parish Council
	Ulceby with Fordington Parish Council
	Langton by Spilsby Parish Council
	Partney and Dalby Parish Council
	Brinkhill Parish Council
	Harrington Parish Council
	Hagworthingham Parish Council
	Hundleby Parish Council
	Raithby and Spilsby Parish Council

Table 8.2 Parish and town councils invited to take part in Phase 2 Consultation

Project location	Parish/town council
	Mavis Enderby Parish Council
	Bolingbroke Parish Council
	West Keal Parish Council
	East Keal Parish Council
	East Kirkby Parish Council
	Stickford Parish Council
	West Fen Parish Council
	Stickney Parish Council
	Sibsey Parish Council
	Revesby Parish Council
	Mareham Le Fen Parish Council
	Carrington and New Bolingbroke Parish Council
	Frithville and Westville Parish Council
	Thornton Le Fen Parish Council
	Wildmore Parish Council
	Coningsby Town Council
	Langrville Parish Council
	Holland Fen with Brothertoft Parish Council
	Amber Hill Parish Council
	Willoughby with Sloothby and Claxby St Andrew Parish Council
	Orby Parish Council
	Burgh Le Marsh Town Council
	Welton Le Marsh Parish Council
	Ashby with Scremby Parish Council
	Bratoft Parish Council
	Firsby Group Parish Council (comprises the parishes of Bratoft, Firsby, Great Steeping, Little Steeping and Irby in the Marsh)
	Halton Holegate Parish Council
	Thorpe St Peter Parish Council
	Toynton St Peter Parish Council
	Eastville, Midville and New Leake Parish Council
	Toynton All Saints Parish Council
	Well Parish Council

Table 8.2 Parish and town councils invited to take part in Phase 2 Consultation

Project location	Parish/town council
	Spilsby Town Council

Appendix 6 Phase 2 Consultation letter sent to the parish councils

From: [vikinglink](#)
To: [vikinglink](#)
Bcc: ["clerk@alfoldparishcouncil.co.uk"; "partneyclerkpc@yahoo.co.uk"; "susanarchibald1@hotmail.co.uk"; "clerk.hundleby.pc@gmail.com"; "lizdon@thealmhurst.freeserve.co.uk"; "obpc_clerk@hotmail.com"; "westkealparishcouncil@live.co.uk"; "ekparishclerk@btinternet.com"; "eastkirkbypc@btinternet.com"; "spencerjohnw@aol.com"; "stickneypc@aol.com"; "sarah-clerk-spc@outlook.com"; "carringtonnewbolingbroke@clerk.com"; "silknowles-clerk-fwpc@hotmail.co.uk"; "sarah_k_1992@hotmail.com"; "coningsbytowncouncil@gmail.com"; "kathyroberts101@gmail.com"; "welbourn60@googlemail.com"; "joanharnes.pc@btinternet.com"; "jencooper1@tiscali.co.uk"; "newtonchrs1@aol.com"; "weltonlemarshparishcouncil@gmail.com"; "firsby.clerk1@btinternet.com"; "NEWTONChrs1@aol.com"; "firsby.clerk1@btinternet.com"; "firsby.clerk1@btinternet.com"; "firsby.clerk1@btinternet.com"; "firsby.clerk1@btinternet.com"; "silknowles-clerk-tsp@hotmail.co.uk"; "spencerjohnw@aol.com"; "emnlgroup@aol.com"; "silknowles-clerk-taspc@outlook.com"; "ekparishclerk@btinternet.com"; "westkealparishcouncil@live.co.uk"; "stickneypc@aol.com"; "sarah-clerk-spc@outlook.com"; "silknowles-clerk-fwpc@hotmail.co.uk"; "carringtonnewbolingbroke@clerk.com"; "sarah_k_1992@hotmail.com"; "kathyroberts101@gmail.com"; "welbourn60@googlemail.com"; "joanharnes.pc@btinternet.com"; "saranvard@aol.com"; "juliashorey@btinternet.com"; "parish@chilford.org"; "shidevwhitworth111@gmail.com"; "susan.p.o.30@gmail.com"; "seb@btinternet.com"; "appleverd4xd@btinternet.com"](#)
Subject: Viking Link Interconnector Project - Update
Date: 22 August 2016 12:27:00
Attachments: [20160822_PREFERRED location maps.pdf](#)
[20160822_Viking Link letter of invitation to consultation.pdf](#)

Dear Parish Clerk,

Please find attached an update letter which is being sent to all local residents within the consultation zone for the Viking Link project.

It explains that we are today confirming our preferred sites for a landfill point and the converter station. It also provides more information on the next phase of public consultation.

I would be grateful if you would forward this to the parish councillors as appropriate.

If you would like further information, please do not hesitate to get in touch.

Kind regards

Donna Burnell
 Community Relations

Viking Link
Tel: 0800 731 0561
Web: www.viking-link.com

Attachments:

22 August 2016

Dear Resident

Viking Link Interconnector Project: Public Consultation 5 September - 14 October 2016

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

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 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 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.

Earlier this year we held a public consultation to ask people for their views on where we might bring our electricity cables onshore and where we might build a converter station, near the existing National Grid substation at Bicker Fen.

We've carefully considered all the feedback received and we've selected a landfall site adjacent to Sandilands golf course for bringing the submarine cables ashore. We've also selected a site within the parish of Donington for the converter station location. These are shown on the enclosed maps. We will now carry out further surveys to confirm the sites are suitable for our equipment.

Local opinion played an important part in the decision and we selected these sites after careful consideration of all the information provided by local people, along with environmental and technical information. More information on how we selected these sites is available in our UK Onshore Scheme: Preferred Sites Report and details of the issues raised during the consultation and how these have been taken into account can be found in our UK Onshore Scheme: Phase 1 Consultation Feedback Report. Both reports are available on our project website www.viking-link.com/documents.

Our next step is to identify the most appropriate route for the underground high voltage DC cables between the landfall and the converter station sites. We have identified broad 'route corridor options' for where we might route the cables and we would like to ask local residents, landowners, farmers and other stakeholders for their views on these route corridor options and to see if there is anything else we need to consider when deciding which one to take forward.

Your property is within our consultation zone for the project and your views are important to help us choose the best route for the cables.

We're planning ten public consultation events and we would like to invite you to come along to find out more and talk to members of the project team. You are welcome to come to any of these events:

Venue	Post code	Date	Time
Bicker Village Hall*	PE20 3BT	Wednesday 7 September	2:00pm- 8:00pm
Sandilands, Grange & Links Hotel	LN12 2RJ	Thursday 8 September	2:00pm-8:00pm
Donington, The Ruby Hunt Centre*	PE11 4UA	Friday 9 September	2:00pm-8:00pm
Stickney Village Hall	PE22 8BA	Saturday 10 September	12:00pm-4:30pm
Orby Village Hall	PE24 5HT	Wednesday 14 September	2:00pm-8:00pm
Helpringham Memorial Hall	NG34 0RJ	Thursday 15 September	2:00pm-8:00pm
Alford Corn Exchange	LN13 9EB	Friday 16 September	2:00pm-8:00pm
Little Steeping Village Hall	PE23 5BH	Thursday 22 September	2:00pm-8:00pm
Partney, Dalby & Dexthorpe Victory Hall	PE23 4PG	Monday 3 October	2:00pm-8:00pm
Hubberts Bridge Community Centre	PE20 3SG	Tuesday 4 October	2:00pm-8:00pm

*Additional information on the design options for the converter station will be available at these events.

The public events will form part of a six-week consultation period which opens on Monday 5 September and will close on Friday 14 October 2016. As well as asking for people's views at these events, you can also let us know what you think via the Viking Link website www.viking-link.com.

You can find more information on the project website, or by contacting the project team by email at vikinglink@communityrelations.co.uk or calling on Freephone 0800 731 0561.

Yours faithfully



Oliver Wood
Project Director

Preferred location for the Viking Link landfall site



Preferred location for the Viking Link converter station



Both sites are subject to survey

Appendix 7 Phase 2 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 Mega Watt (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 consultation will start on **Monday 5 September** and close on **Friday 14 October 2016** and public events are being held in your area:

Public consultation events

Venue	Postcode	Date	Time
Bicker Village Hall	PE20 3BT	Wednesday 7 September 2016	2pm-8pm
Sandilands, Grange & Links Hotel	LN12 2RJ	Thursday 8 September 2016	2pm-8pm
Donington, The Ruby Hunt Centre	PE11 4UA	Friday 9 September 2016	2pm-8pm
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Hubberts Bridge Community Centre	PE20 3SG	Tuesday 4 October 2016	2pm-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 8 Phase 2 Consultation letters sent to landowners

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

nationalgrid

24 August 2016

Dear [SALUTATION]

I am writing to you to introduce our project. Viking Link is a proposal to build a link between the electricity systems of Great Britain and Denmark. This type of link is known as an interconnector and will connect at Bicker Fen, in Lincolnshire, and Revsing, south Jutland, in Denmark. The project is being jointly developed by National Grid, through National Grid Viking Link Limited, and Energinet.dk which owns, operates and develops the Danish electricity and gas transmission systems.

The proposed works in Lincolnshire would include bringing a pair of high voltage Direct Current (DC) electricity cables onshore at a landfall point and running them underground to a new converter station, before connecting into the existing National Grid substation at Bicker Fen. We are studying a large search area between Bicker Fen and the coast to identify potential route corridor options for these cables.

Earlier this year we held a public consultation to ask people for their views on where we might bring our electricity cables onshore and where we might build a converter station, near the existing National Grid substation at Bicker Fen.

We've carefully considered all the feedback received and we've selected a landfall site adjacent to Sandilands golf course for bringing the submarine cables ashore. We've also selected a site within the parish of Donington for the converter station location. These are shown on the enclosed maps. We will now carry out further surveys to confirm the sites are suitable for our equipment.

More information on how we selected these sites is available in our UK Onshore Scheme: Preferred Sites Report and details of the issues raised during the consultation and how these have been taken into account can be found in our UK Onshore Scheme: Phase 1 Consultation Feedback Report. Both reports are available on our project website www.viking-link.com/documents.

Our next step is to identify the most appropriate route for the underground high voltage DC cables between the landfall and the converter station sites.

We would like to discuss our proposals in more detail with you to understand your views as a landowner and to benefit from your local knowledge. Your input will help support our survey work (intrusive and non-intrusive) as we continue to explore possible cable route corridor options within a large search area which is shown on the attached plan.

We have appointed Dalcour Maclaren as our land agents and they will be in touch shortly. They will ask you to help confirm landownership details and request your permission for initial non-intrusive surveys. As I have mentioned above, we are assessing a large area and a request to access your land for surveys does not mean your land will definitely be affected by Viking Link's proposals. We will not route any cables through residential property. We may however need to survey some land within the ownership of larger properties and if this is the case we will be in touch to discuss in more detail.

In addition, we're planning ten public consultation events and we would like to invite you to come along to find out more and talk to members of the project team. Our land agents will be present on all the dates below and a separate area or room will be available at the events at Bicker, Sandilands, Helpringham and Stickney should you want to discuss anything in private.

Venue	Post code	Date	Time
Bicker Village Hall*	PE20 3BT	Wednesday 7 September	2:00pm- 8:00pm
Sandilands, Grange & Links Hotel	LN12 2RJ	Thursday 8 September	2:00pm-8:00pm
Donington, The Ruby Hunt Centre*	PE11 4UA	Friday 9 September	2:00pm-8:00pm
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* Additional information on the design options for the converter station will be available at these events.

These events will form part of a six week consultation period which opens on Monday 5 September and closes on Friday 14 October 2016. As well as asking for people's views at these events, you can also let us know what you think via the Viking Link website www.viking-link.com.

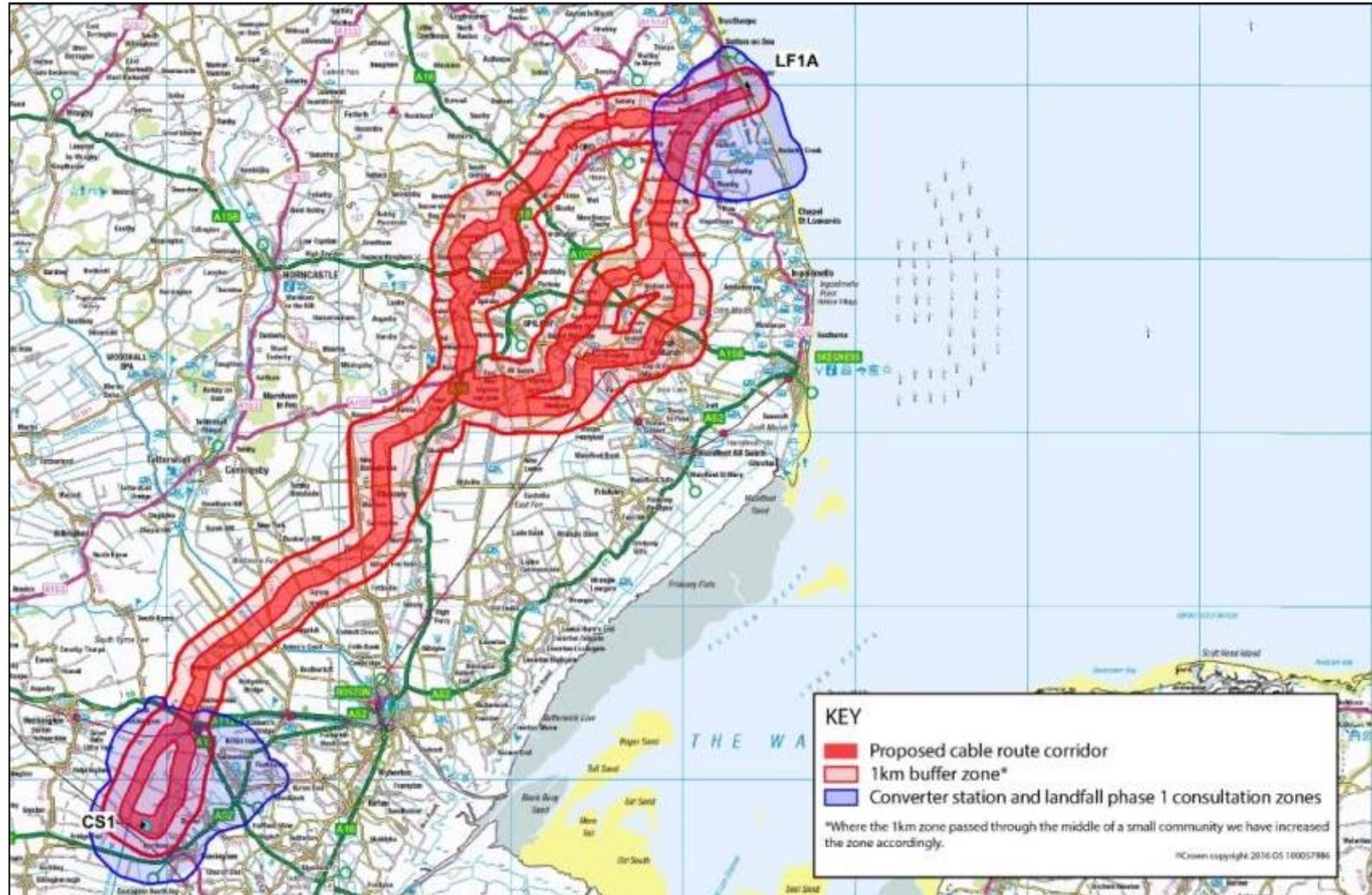
Dalcour Maclaren, will endeavour to be in touch over the next two weeks and are contactable on 0333 456 0110. In the meantime, if you would like any further information regarding the project in general, please contact us on 0800 731 0561 or by emailing vikinglink@communityrelations.co.uk.

Yours sincerely



Oliver Wood
Project Director

Appendix 9 Phase 2 Consultation zone



Appendix 10 Phase 2 Consultation letters sent to local residents and businesses

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

nationalgrid

22 August 2016

Dear Resident

Viking Link Interconnector Project: Public Consultation 5 September - 14 October 2016

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

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 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 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.

Earlier this year we held a public consultation to ask people for their views on where we might bring our electricity cables onshore and where we might build a converter station, near the existing National Grid substation at Bicker Fen.

We've carefully considered all the feedback received and we've selected a landfall site adjacent to Sandilands golf course for bringing the submarine cables ashore. We've also selected a site within the parish of Donington for the converter station location. These are shown on the enclosed maps. We will now carry out further surveys to confirm the sites are suitable for our equipment.

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Your property is within our consultation zone for the project and your views are important to help us choose the best route for the cables.

We're planning ten public consultation events and we would like to invite you to come along to find out more and talk to members of the project team. You are welcome to come to any of these events:

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Helpringham Memorial Hall	NG34 0RJ	Thursday 15 September	2:00pm-8:00pm
Alford Corn Exchange	LN13 9EB	Friday 16 September	2:00pm-8:00pm
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Hubberts Bridge Community Centre	PE20 3SG	Tuesday 4 October	2:00pm-8:00pm

*Additional information on the design options for the converter station will be available at these events.

The public events will form part of a six-week consultation period which opens on Monday 5 September and will close on Friday 14 October 2016. As well as asking for people's views at these events, you can also let us know what you think via the Viking Link website www.viking-link.com.

You can find more information on the project website, or by contacting the project team by email at vikinglink@communityrelations.co.uk or calling on Freephone 0800 731 0561.

Yours faithfully



Oliver Wood
Project Director

Preferred location for the Viking Link landfall site



Preferred location for the Viking Link converter station



Both sites are subject to survey

22 August 2016

Dear Resident

Viking Link Interconnector Project – confirmation of preferred sites for a landfall point and a converter station and start of next phase of public consultation

I am writing to update you on the progress of our proposals for a new electricity interconnector between Great Britain and Denmark.

During April and May this year we held a public consultation to ask people for their views on where we might bring our electricity cables onshore and where we might build a converter station, near the existing National Grid substation at Bicker Fen.

We've carefully considered all the feedback we received and we've selected site **LF1a adjacent to Sandilands golf course**, as our preferred landfall location for bringing the submarine cables ashore and site **CS1 within the parish of Donington** for the converter station location. These are shown on the enclosed map. We will now carry out further surveys to confirm the sites are suitable for our equipment.

Local opinion played an important part in the decision and we selected these sites after careful consideration of all the information provided by local people, along with environmental and technical information. We would like to thank everyone who participated in the earlier consultation and provided comments.

More information on how we selected these sites is available in our UK Onshore Scheme: Preferred Sites Report and details of the issues raised during the consultation and how these have been taken into account can be found in our UK Onshore Scheme: Phase 1 Consultation Feedback Report. Both reports are available on our project website www.viking-link.com/documents.

Our next step is to identify the most appropriate route for the underground high voltage Direct Current (DC) cables between the landfall and the converter station sites.

We have identified broad 'route corridor options' for where we might route the cables and we would like to ask local residents, landowners, farmers and other stakeholders for their views on these route corridor options and to see if there is anything else we need to consider when deciding which one to take forward.

Your property is within our consultation zone for the project and your views are important to help us choose the best route for the cables.

We're planning ten public consultation events and we would like to invite you to come along to find out more and talk to members of the project team. You are welcome to come to any of these events:

Venue	Post code	Date	Time
Bicker Village Hall	PE20 3BT	Wednesday 7 September	2:00pm- 8:00pm
Sandilands, Grange & Links Hotel	LN12 2RJ	Thursday 8 September	2:00pm-8:00pm
Donington, The Ruby Hunt Centre	PE11 4UA	Friday 9 September	2:00pm-8:00pm
Stickney Village Hall	PE22 8BA	Saturday 10 September	12:00pm-4:30pm
Orby Village Hall	PE24 5HT	Wednesday 14 September	2:00pm-8:00pm
Helpringham Memorial Hall	NG34 0RJ	Thursday 15 September	2:00pm-8:00pm
Alford Corn Exchange	LN13 9EB	Friday 16 September	2:00pm-8:00pm
Little Steeping Village Hall	PE23 5BH	Thursday 22 September	2:00pm-8:00pm
Partney, Dalby & Dexthorpe Victory Hall	PE23 4PG	Monday 3 October	2:00pm-8:00pm
Hubberts Bridge Community Centre	PE20 3SG	Tuesday 4 October	2:00pm-8:00pm

*Additional information on the design options for the converter station will be available at these events.

The public events will form part of a six-week consultation period which opens on Monday 5 September and will close on Friday 14 October 2016. As well as asking for people's views at these events, you can also let us know what you think via the Viking Link website www.viking-link.com.

You can find more information on the project website, or by contacting the project team by email at vikinglink@communityrelations.co.uk or calling on Freephone 0800 731 0561.

Yours faithfully



Oliver Wood
Project Director

Appendix 11 Summary of Phase 2 Consultation media coverage

22 August 2016 | Boston Standard | David Seymour

Your views are wanted on routes for a proposed electricity cable link between Denmark and the UK after it comes ashore in Lincolnshire. On September 5, NGVL will launch a six-week public consultation asking people for their views on where the cables should go and design options for the converter station.

22 August 2016 | 4-Traders | Unattributed

On 5 September, NGVL will launch a six-week public consultation asking people for their views on where the cables should go and design options for the converter station. The project team will consult people on 'cable route corridors' - one-kilometre-wide strips of land within which a specific route for the cables could be identified.

23 August 2016 | Lincolnshire Live | Caroline Wilson

Oliver Wood, project director at National Grid Viking Link, said: "Local opinion played an important part in deciding where to bring the cables ashore and the location for the converter station. We selected these sites after carefully considering all the information provided by local people during our public consultation in the spring, along with environmental and technical information. Both sites were chosen because it was felt they offered the best opportunities to minimise disturbance to local communities and the environment. Now we would urge people to have their say in helping us to find the best route for the two underground cables."

29 August 2016 | Spalding Guardian

Oliver Wood, NGVL project director, said "Viking Link will help provide our country with a secure supply of affordable electricity and help us move towards more renewable and low carbon sources of energy but it means building new equipment. We want to work with local people to find the best location for this equipment and to minimise any impact on local communities."

22 October 2016 | BBC Lincolnshire | Unattributed

National Grid is working on a project to import electricity from Denmark to the UK via an undersea power cable, it has emerged. Experts say it would help meet demand and lower prices for consumers. But opponents have said they are concerned the area is becoming too industrialised.

22 October 2016 | Business Green | Unattributed

"Connecting to Denmark will allow Great Britain to trade with the wider European, Scandinavian and Nordic electricity markets and bring additional sources of renewable energy to Britain from Denmark and its neighbouring countries," said Alan Foster, director of European business development at National Grid, in statement. "This in turn should have a positive impact on energy prices and increase security of energy supply for our country."

23 October 2016 | The Times | Robin Pagnamenta

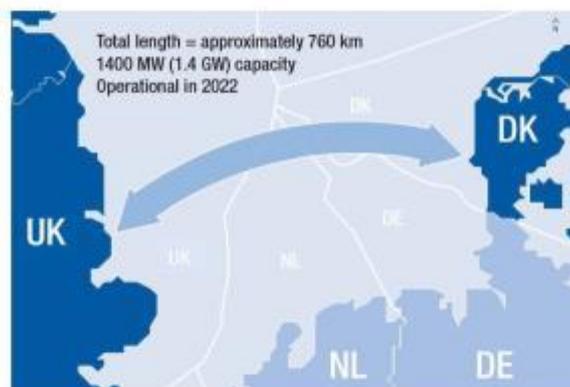
British households could soon be heating kettles powered by Danish wind farms under plans unveiled yesterday by National Grid...The 1,400 megawatt cable running between a substation at Bicker Fen, Lincolnshire, and Revsing, Denmark, would supply enough power for about a million homes.

Appendix 12 Phase 2 Consultation information panels used at consultation events

Welcome to Viking Link

Viking Link is a proposed 1400 Mega Watt (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.

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Why we are here

Thank you for coming to this public consultation event about our proposals for Viking Link.

This is the second phase of consultation on the project. We are still developing our proposals and any impacts on local people and the environment will be carefully considered.

We intend to apply for planning permission for the UK 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 update you on the progress so far and share information on our preferred locations for bringing the cables ashore and for a converter station close to the National Grid Electricity Transmission (NGET) substation at Blooker Fen. The selection of our preferred sites followed the first phase of consultation during April and May where we considered the views of local residents, landowners, farmers, local authorities and environmental stakeholders.

Our next step is to identify the most appropriate route for the underground high voltage direct current (DC) cables between the landfall and the converter station site.

We have identified route corridor options where we might route the cables and we want to ask you for your thoughts on these options. Your views are important to us and will help us decide which corridor to take forward.

We are also asking local residents within the vicinity of the preferred site for the converter station for their thoughts on design styles.

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

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 route corridor 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. You can also give us your feedback online at www.viking-link.com.



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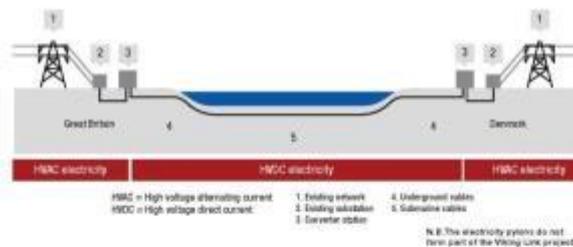


What is Viking Link?

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 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.

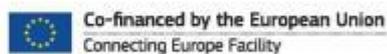
The diagram below shows the different parts of an interconnector:



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 via AC cables. Connecting to the substations will enable the electricity to be delivered to homes and businesses.

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Connecting to the network



Bicker Fen substation

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 options and a number of different options were considered along the east of England. NGET together with Viking Link identified the NGET Bicker Fen substation as the most appropriate connection point.

Details of all the options identified and the assessments undertaken are included in a Strategic Options Report produced by NGVL. Copies of the report can be viewed here today and it is available on the Viking Link website.

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

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Who we've been speaking to already

Since 2015, we've been talking to local planning authorities, statutory bodies and other stakeholder groups to discuss our proposed Viking Link project. In spring 2016 we held our first phase of public consultation with local communities in the areas where we had identified potential sites for a landfall on the Lincolnshire coast and a converter station within the vicinity of NGET's Bicker Fen substation.

Phase One consultation

From 11 April to 20 May 2016 we held our first phase of consultation with local residents, parish councils and stakeholders to help us identify our preferred landfall and converter station sites.

Six public exhibitions were held and over 500 local residents attended the exhibitions. We received over 580 pieces of individual feedback during the consultation, which has been analysed by the Viking Link project team.

The main areas of feedback were:

- Visual impact of the converter station
- Impact during construction on traffic and the road network
- Impact on tourism
- Impact to farmland.

More information on the feedback received and how this has been taken into account can be found in our UK Onshore Scheme: Phase 1 Consultation Feedback Report.

Details on how we selected our preferred sites for the landfall point and converter station are available in our UK Onshore Scheme: Preferred Sites Report.

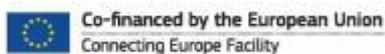
Both reports are available today for you to view and are also on our project website.

Public Participation Events

During July and August we held a series of seven public participation events across our cable route search area to introduce Viking Link to local residents, landowners and farmers.

Events were held in Little Steeping, Aby, Orby, Huttoft, Holland Fen, Stickford and Partney. Over 230 people attended the events.

A further event was held in Grimby for fishermen and other marine users.



Preferred landfall and converter station sites

We have selected site LF1 adjacent to Sandilands golf course as our preferred landfall location for bringing the submarine cables ashore and site CS1 within the parish of Dorington for the converter station location.

We will now carry out further surveys to confirm the sites are suitable for our equipment.

We selected these sites after carefully considering all the information provided by local people during our public consultation in the spring, along with environmental and technical information. We would like to thank everyone who participated in the earlier consultation and provided comments.

Both sites were chosen because it was felt that they offered the best opportunities to minimise disturbance to local communities and the environment.

More information on how we selected these sites can be found in our UK Onshore Scheme Preferred Sites Report.



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What is a converter station?

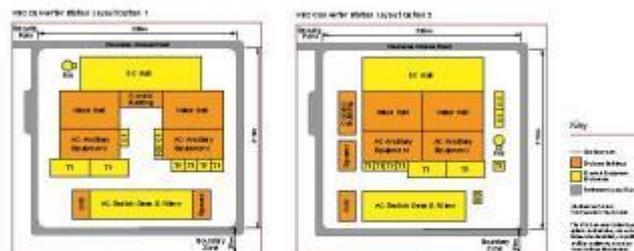
A converter station converts electricity between alternating current (AC), which we use in our homes and businesses, and direct current (DC) which is used for transporting the electricity between Great Britain and Denmark. We need to transport the electricity as DC because it is more efficient over very long distances. Using DC will also mean we only need two cables.

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 24 m tall.

The site will include a control room, transformers, equipment similar to a typical substation and technology to convert between DC and AC electricity. Some of the equipment can either be installed within a building or located outside. We expect to need about four to five hectares of land for the operational area and additional land for landscape treatment to help minimise the visual impact.

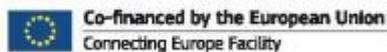
The diagrams below illustrate the main elements of a converter station and how they could be arranged within the preferred site.

The exact design of the converter station including the appearance and landscaping will be subject to further studies. Yellow and orange has been used to distinguish between equipment that must be indoors (orange) and equipment that can, subject to design, be outdoors (yellow).



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Converter station design options

The main visual impact of the project will be from the converter station.

We can use different claddings or finishes for the exterior of buildings to reflect existing structures and help soften it into the landscape.

Following the comments received during our first phase of consultation, we are considering two architectural styles for the converter station. These are Contextual and Functional. We will work closely with the local authority, councillors and the parish council to agree architectural and landscape design principles for the buildings as part of our planning application and we welcome any thoughts on what you think might work best in your local area.

Artist's impressions of the converter station

These artist's impressions show the scale and setting of part of the converter station within the landscape. They are indicative only and are not intended to show what the final building will look like as the precise configuration of the buildings and outdoor enclosures will not be known until a detailed planning application is submitted.

Contextual style

The contextual style is influenced by the common appearance of agricultural buildings and adapts them to the requirements of the converter station. This will help the building to appear more established in the rural landscape but different in form from other infrastructure developments. It will have a pitched roof with vertical cladding on the upper portion, and horizontal cladding behind columns on the lower portion.

Contextual style



Functional style

The functional style will be based on simple architectural forms using contemporary colour-graded façade materials. This will help soften the outline of the building from a distance.

Functional style green



Functional style blue



Please let us know your thoughts on these design styles for the converter station.

Onshore cable route corridor options

We have identified two continuous cable route corridor options that would connect the preferred landfall site (LF1a) at Sandilands, East Lindsey to the preferred converter station site (CS1) at North Ing Drive, South Holland.

The two options are shown on the maps.

The Purple Route Corridor is up to 64 km long. It routes through East Lindsey, Boston Borough, South Holland District and depending on the final alignment selected, may also route through North Kesteven.

The Orange Route Corridor is up to 68 km long. It routes through East Lindsey, Boston Borough, South Holland District and depending on the final alignment selected, may also route through North Kesteven.

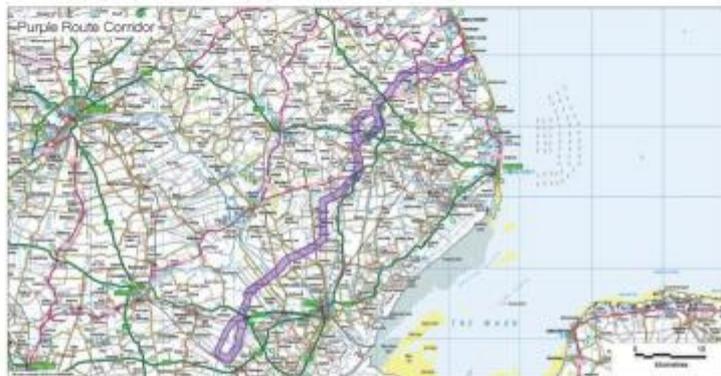
These lengths are estimates and may change as we develop a detailed alignment for the cables within the chosen route corridor.

Is there anything you think we should take into consideration when deciding which cable route corridor to take forward?

Detailed information on the cable route corridors and the process we took to identify them can be found in the UK Onshore Scheme Route Corridor Selection Report.

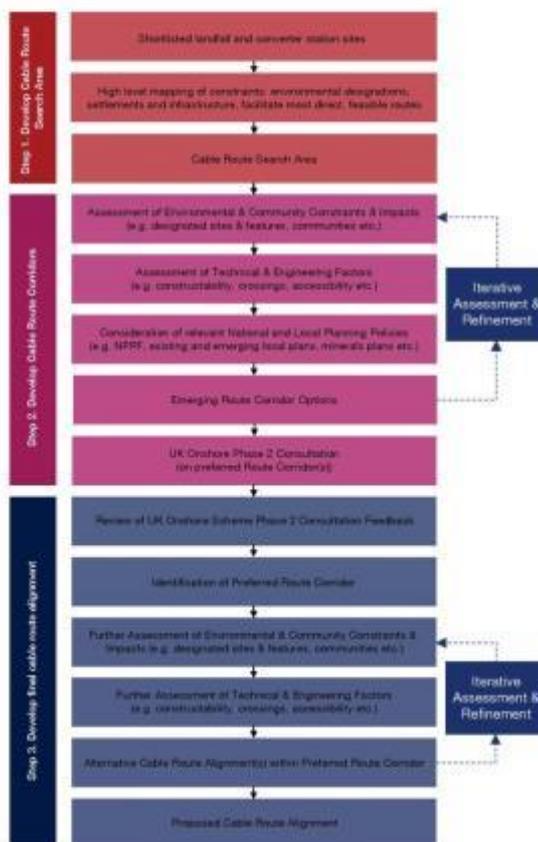
To see if your landholding falls within the route corridor options, please see the Book of Plans.

Copies are here today for you to view and on the project website: www.viking-link.com.



Cable routing process

This chart shows the process we are taking to select the cable route:



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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 high voltage direct current (DC) cables for approximately 60-70 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, field drainage and local activities.

We will work with local landowners to identify a suitable route for the underground high voltage alternating current (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, which include ecology, archaeology and cultural heritage amongst others
- Impact on transport routes
- Accessibility
- Potential cumulative impacts with other projects in the region
- Constructability



Image courtesy of Red Herring Associates

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Installing the cable route

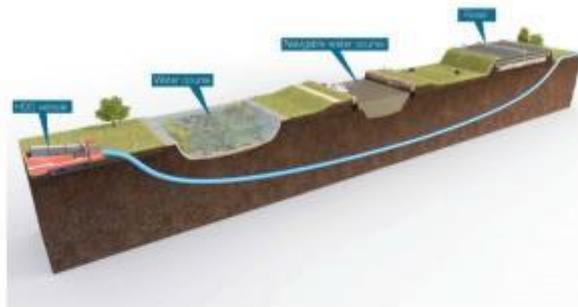
We need to install a pair of direct current (DC) cables for approximately 60-70 km from the landfill to the converter station. We will also need to install alternating current (AC) cables from the converter station to Bicker Fen substation. The exact length of the AC cables will depend on our routing discussions with local landowners.

The exact method of cable installation will depend on the constraints and obstacles encountered but will typically involve a combination of:

Open cut or direct burial where the cable is installed in an excavated trench which is then backfilled.

Cable jointing where two adjacent cable sections are joined together in a joint bay. This occurs in a "clean" covered environment.

Trenchless methods such as horizontal directional drilling (HDD) or pipe-jacking.



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Submarine cable route

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

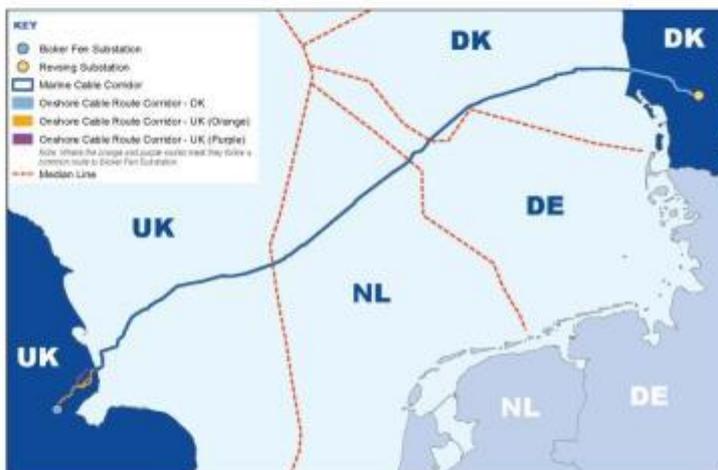
They will run for approximately 650 km between the coasts of Great Britain and Denmark, crossing through British and Danish territorial waters and the Exclusive Economic Zones of the United Kingdom, the Netherlands, Germany and Denmark.

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.

Many cable route options were reviewed during the development phase, including two potential cable route corridors for the submarine cables in British waters. The northern route through British waters has been selected, following consultation with the Authorities, stakeholder workshops and risk reviews.

A full marine survey has been carried out along the preferred route. This survey has collected information about the seabed and subsurface and will help us in our assessments on viable routing, cable burial and environmental impacts.

When we have finalised our proposals we will submit an application for permits to install, operate and decommission the submarine cable in all four European jurisdictions.



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.

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Viking Link and Brexit



Following the result of the EU referendum on 23 June 2016 we are aware that you will have questions on how the outcome will affect the development of the Viking Link project.

National Grid and its partner, Energinet.dk, believe there is a strong business case for Viking Link. The project, which will be jointly funded by National Grid and Energinet.dk, has been granted regulatory approval by Ofgem, which closely scrutinises costs and benefits in the interests of GB consumers.

The outcome of the referendum does not influence the plans to build and operate the Viking Link interconnector between the UK and Denmark. We remain fully committed to continued engagement and involvement in the Viking Link interconnector project as it serves to deliver significant benefits and do not expect Brexit to cause significant changes to the fundamental economics of the project. The UK Government continues to support the building of electricity links between Britain and other countries to maintain a more secure, sustainable and affordable source of electricity supply for consumers.

A message from National Grid

National Grid believes energy must be a key priority area as the Government begins negotiations on how Britain's exit from the European Union (EU) will be handled.

While this result means that Britain will leave the EU, it is important that we retain access to the European Internal Energy Market (IEM), which provides stability for energy companies and helps keep household bills down.

Some non-EU countries are members of this market and we will be working closely with the Government and others in the energy sector to ensure we continue to enjoy the advantages of access. UK energy security depends on gas and electricity from the IEM and it is essential therefore that we take no risks with that.

Much will now depend on the upcoming negotiations, which is why the issue of energy needs to be treated with the highest importance by the Government as the negotiations on Britain's exit begin. We do not expect any major impact on the company as a result of the vote and we are well-placed to deal with any short-term uncertainty while those discussions take place.

We will continue to work closely with our European partners to ensure security of supply while the negotiations take place.



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Project timeline

We aim to be operational by 2022



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Next steps

We would like to hear your views on our cable route corridor options and the design style for the converter station. Feedback forms are available here for you to complete today or you can post them back to us using our freepost address. An online version is also available on the project website.

**The closing date for consultation feedback is
Friday 14 October 2016.**

Your feedback will be carefully considered and we will report back when we confirm our preferred cable route corridor.

We will be submitting planning applications to East Lindsey District Council, Boston Borough Council, South Holland District Council and, subject to DC cable route selected, North Kesteven District Council.

We will hold public information events ahead of any planning applications being submitted.

We will keep you updated as the project progresses. If you would like to be kept informed, please ensure we have your contact details. You can sign up for updates via the project website or you can email, write, or call us via the contact details below.

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

Contact us



You can find out more information by:



Calling our freephone number:

0800 731 0561

Phone lines are operational between 9am and 5.30pm Monday to Friday (excluding bank holidays). A voicemail recorder is available outside of these times.



Sending an email to:

vikinglink@communityrelations.co.uk



Writing to our freepost address at:

FREEPOST VIKING LINK



Visiting our website at:

www.viking-link.com

If you, or someone you know, would like information in Braille, audio, large print or another language, please call us on the freephone number above.

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Appendix 13 Phase 2 Consultation feedback form



Phase Two Consultation Feedback Form

Viking Link is a proposed 1400 Mega Watt (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.

In August we confirmed our preferred location for a landfall site adjacent to Sandilands golf course for bringing the submarine cables ashore, and our preferred site for a converter station at North Ing Drive within the parish of Dorington.

Our next step is to identify the most appropriate route for two underground high voltage DC cables between the landfall and the converter station sites. From **Monday 5th September until Friday 14th October 2016** we are consulting on potential cable route corridor options.

We are also consulting residents in the vicinity of the preferred converter station site on the proposed design styles for the converter station.

Please use this form to give us your comments. Your views are important to us and they will help us to determine the onshore cable route and design of the converter station.

More information on our project and the consultation can be found on our project website www.viking-link.com, or by contacting us on the details below.

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

Name: _____

Address: _____

Email address: _____

Telephone number: _____

Website: www.viking-link.com

Email: vikinglink@communityrelations.co.uk

Telephone: 0800 731 0561 (Phone lines are operational between 9am and 5.30pm Monday to Friday (excluding bank holidays).

A voicemail recorder is available outside of these times.)

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.



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Question 1a

Is there anything you think we should take into consideration when deciding which cable route corridor to take forward? **If referring to a particular geographical location please can you be as specific as possible e.g. postcode, road, or area.**

Question 1b

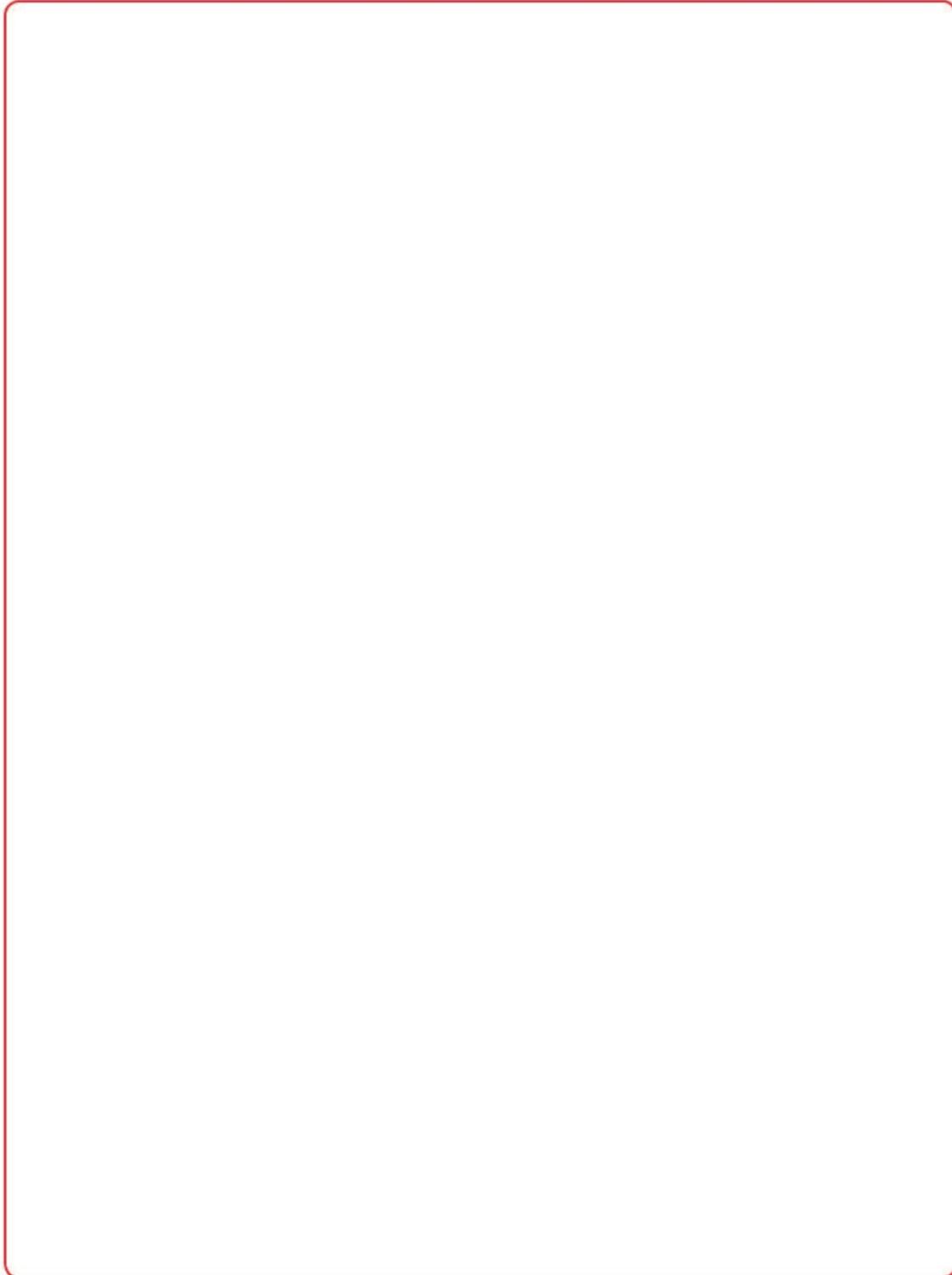
Within the orange corridor, is there anything specific you think we should consider if we took this route corridor forward?

Question 1c

Within the purple corridor, is there anything specific you think we should consider if we took this route corridor forward?

Question 2

What are your thoughts on the design styles for the converter station?



Appendix 14 Phase 2 Consultation feedback received

As far as possible, all feedback received has been directly transcribed into the following tables.

Responses from local authorities

Table 8.3 details all of the Phase 2 Consultation feedback received from the local authorities in response to question 1 on the feedback form.

Table 8.3 Responses to question 1 from local authorities			
Organisation	1a. Is there anything you think we should take into consideration when deciding which cable route corridor to take forward?	1b. Within the orange corridor, is there anything specific you think we should consider if we took this route corridor forward?	1c. Within the purple corridor, is there anything specific you think we should consider if we took this route corridor forward?
North Kesteven District Council	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
Lincolnshire County council	<i>No response to this question</i>	<p>This route skirts across the southern tip of the AONB so would have less impact on the AONB than the purple route. It runs close to Gunby Hall so careful consideration is required to agree a route that would have minimal impact upon the listed hall, park and gardens and its surrounding hinterland. Discussions with National Trust indicate that directional drilling could be used around Gunby Hall.</p> <p>The soils along the orange route show similar characteristics to those of the purple route however they do differentiate for instance at the landfall end where the orange route strays more into alluvial soils. These soils are typically flat land soils which require agricultural land drainage. There is concern that interference to these soils by the cable route installation has the potential to disturb the soil's drainage and characteristics. Where possible soil types which are more vulnerable to damage by disturbance along the route are avoided in the event that alternatives are available which include less vulnerable soils.</p> <p>With regard LCC ownership along the orange route potentially this corridor route intersects with nine blocks of land that form part of the County Farms estate.</p> <p>Following the decision on the Triton Knoll Offshore Wind Farm it is assumed that this development will now proceed and consideration has to be given to the cumulative impact of two cables following similar routes if the orange route is selected. The Council would wish to avoid any one settlement being subject to disturbance from two cables passing through it. As it is noted that the orange route passes through settlements that will also be subject to the Triton Knoll cable route this is a significant factor against using the orange route.</p>	<p>As acknowledged in the supporting documentation this route passes through the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB), which is a nationally protected landscape on account of the area's high scenic value. Areas of Outstanding Natural Beauty are afforded significant protection in planning policy documents at both central and local government level. At the national level the National Planning Policy Framework (NPPF) at paragraphs 115 and 116 set out the need to preserve the landscape and scenic beauty of these areas and that planning permissions will only be granted for major developments in exceptional circumstances and where it can be demonstrated that such a development is in the public interest.</p> <p>At the local level whilst the East Lindsey Local Plan dates back to 1999 and a new plan is being developed, Policy C11 of the 1999 Plan seeks to protect the AONB in a similar way to the NPPF set out above.</p> <p>The Lincolnshire Wolds AONB Management Plan (2013-18) sets out an overall objective for planning management to ensure that the primary purpose of the AONB designation is the protection and enhancement of its natural beauty and special character.</p> <p>Development of the purple route would clearly need to have regard to these policy considerations.</p> <p>Whichever route is selected there will inevitably disturbance to agricultural land. The disturbance and disruption to agricultural land should be kept to a minimum. In respect of Agricultural Land Classification both corridors cross areas of good quality arable land. The purple route crosses land classified as best and most versatile by the Agricultural Land Classification of England and Wales. The NPPF expects planning authorities to take into account the economic and other benefits of the best and most versatile agricultural land when making decisions on planning applications. It is preferable that the chosen route minimises the area of best and most versatile agricultural land affected by the development.</p> <p>In respect of soils the purple route passes through more chalky soils which</p>

Table 8.3 Responses to question 1 from local authorities			
Organisation	1a. Is there anything you think we should take into consideration when deciding which cable route corridor to take forward?	1b. Within the orange corridor, is there anything specific you think we should consider if we took this route corridor forward?	1c. Within the purple corridor, is there anything specific you think we should consider if we took this route corridor forward?
			by nature drain more freely and will potentially be easier to restore post cable installation. As a result of the physical nature of the work this potentially can cause damage to agricultural land under land drainage schemes. Whilst it is technically possible to minimise the impact of the disturbance by way of careful reinstatement work it is preferable if the route avoids areas likely to require such drainage in favour of free draining soils which do not. In this respect the chalky soils of the purple route provide the advantage of more free draining soils. Finally with regard to Lincolnshire County Council ownership 4 blocks of County Farm land are potentially intersected by the purple route.
South Holland District Council	No comments on cable route corridor	No specific considerations	No specific considerations
East Lindsey District Council	Both the Purple Corridor and Orange Route Corridor pass through an area of the Lincolnshire Wolds AONB. Recognition is given to the need to avoid harm and mitigate impact and reference made within the Route Corridor Selection Report that it would be possible to develop a cable route within the Lincolnshire Wolds without substantially altering the character of the designated landscape in the long term. It is suggested that this, in part, could be achieved by location of temporary construction facilities outside of the AONB. It should be noted however, that a key characteristic of the Wolds is that of long distance views. Consequently careful consideration should be given to the visual and character impacts arising from potential works outside of the designated landscape area itself.	Other than the issues raised above, the Selection Report references relevant considerations.	As 1b above
Lincolnshire Wolds Countryside Service	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>

Table 8.4 details all of the Phase 2 Consultation feedback received from the local authorities in response to questions 2 and 3 on the feedback form.

Table 8.4 Responses to questions 2 and 3 from local authorities		
Organisation	2. What are your thoughts on the design styles for the converter station?	3. Is there any other information that we should be considering, or would help inform the development of the project?
North Kesteven District Council	<i>No response to this question</i>	<i>No response to this question</i>
Lincolnshire County Council	At this time the County Council has no particular view on the design styles for the converter station but reserve its position on this matter to comment at a later stage.	Additional Information Required 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.

Table 8.4 Responses to questions 2 and 3 from local authorities

Organisation	2. What are your thoughts on the design styles for the converter station?	3. Is there any other information that we should be considering, or would help inform the development of the project?
		<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 TIN048.</p> <p>Soils – as proposals for the scheme are developed would like to see more detail consideration of the impact on the localised soils which will be disturbed and how this will be mitigated.</p> <p>Soil Management Plan to show how soil will be protected during construction and how land will be restored following construction in accordance with "Construction Code of Practice for the Sustainable Use of Soils on Construction Sites" with particular reference to any temporary working areas which are to be restored to agriculture use.</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. This should include consideration of the appropriate cable depth.</p> <p>Siting of Permanent Surface Structures – As detailed design is brought forward, the location of any permanent surface structures should consider the impact on normal agricultural operations.</p> <p>Compound Areas and Site Access – Detailed information should be provided of any temporary compound areas and the routes of any site access including both permanent and temporary requirements for land take.</p>
South Holland District Council	It is considered that a case may be made for either design styles, however my personal preference would be that as the scale of the structure is such that it would be much larger than any traditional agricultural building and as such the functional style would be preferable. No strong preference for the colour approach. Nor is there any strong preference for either of the layout option.	None
East Lindsey District Council	Since the location for the converter station lies outside of East Lindsey District and is unlikely to be prominent to any long distance views from within the District, commentary on design is more appropriate from the relevant District Authority.	East Lindsey District Council has received representations from third parties and Raithby Parish Meeting. These will be forwarded for your consideration/information under separate cover. I trust the above comments are of help, but would stress that they are offered at officer level only, without prejudice to any subsequent decisions made on receipt of a formal planning application. Please don't hesitate to contact me if there are any matters requiring further discussion.
Lincolnshire Wolds Countryside Service	<i>No response to this question</i>	<i>No response to this question</i>

Table 8.5 details all of the Phase 2 Consultation feedback received from the local authorities in other forms, e.g. letter or email.

Table 8.5 Other forms of correspondence local authorities (e.g. letter or email)

Organisation	Comments
North Kesteven District Council	<p>It is noted that the southern part of route corridor D and route corridor E shows the same potential areas for both the orange and purple route corridors, including land to the west of the South Forty Foot Drain which lies within North Kesteven. As such my comments relate to this aspect of the documents. Whilst the majority of issues have been picked up at our stakeholder meeting and are also covered within the Route Corridor Selection Report (September 2016), for completeness I would make the following observations:</p> <ul style="list-style-type: none"> - The area within and immediately adjacent to the route corridor is relatively sparsely populated mainly consisting of individual farms and/or dwellings although there is the small hamlet of East Heckington immediately adjacent to the west along the A17.

Table 8.5 Other forms of correspondence local authorities (e.g. letter or email)

Organisation	Comments
	<ul style="list-style-type: none"> - Access to the area via the road network is generally very poor. The majority of routes are single track drove roads running down to the South Forty Foot and serving adjacent farmland, from the B1394 which links the A17 and A52. This road passes through the centre of the villages of Heckington, Great Hale, Little Hale, Helpringham and Swaton. Careful consideration should be given to the potential impacts of construction traffic upon residential amenity and highway safety. - The Carterplot Road does provide direct access from Great Hale Drove (avoiding Great Hale and Heckington) to the A17 but is single track with limited passing opportunities. - We would require clarification if it were proposed to use/upgrade the existing road network or to provide a haul road to enable direct access to avoid passing through villages. If the latter is proposed would this be solely for construction traffic or retained long term for maintainer access? - A number of watercourses run in a west – east orientation connecting to the South Forty Foot Drain. The IDB have previously indicated that to ensure their integrity the cable would need to be bored beneath and that trenching through the watercourses would not be acceptable. - Whilst there is limited vegetation coverage within the area consideration should be given to any existing hedgerows or small copses. - There is a scheduled ancient monument (AM303 – Roman saltern) on Helpringham Fen in the south west corner of the corridor. - Consideration should also be given the associated impacts during the construction phase including noise and dust as well as any temporary construction compounds (siting, size, visual impact, lighting and security).
Lincolnshire County Council	<p>Conclusions</p> <p>As set out in the consultation document both routes have advantages and disadvantages that need to be considered in making a decision on the route to be taken forward. The purple route passes through the AONB where exceptional circumstances need to be demonstrated and for the development to be in the public interest for the cable route to be located in this area. The orange route only marginally crosses into the AONB and subsequently is not required to demonstrate an exceptional need for the development against a nationally recognised designation.</p> <p>However, the orange route would in part follow the route for the Triton Knoll cable route with the consequence that some settlements within this corridor would be affected by disturbance and associated impacts from construction activities for both projects within a relatively small period of time. The cumulative impacts of this would be significant and should be given a significant amount of weight in the decision as to which corridor route is chosen. In addition as set out above the impact on soils and drainage for agricultural operations are likely to be greater in the orange corridor due to the nature of the soil that is found in parts of this corridor route. The soils of the purple route have characteristics that allow the drainage and restoration to be achieved quicker and with less impact than the orange route.</p> <p>In light of the above it is acknowledged the impact of constructing a cable in the purple corridor needs to be measured against the significant tests of undertaking major developments in the AONB. However, it is considered that the cumulative impacts on local communities of using the orange route together with the greater impact on local agriculture that would occur if the orange route is selected weigh against this route and provide the exceptional circumstances that are required to justify the decision to take the purple route forward.</p> <p>The County Council recommend that the purple corridor is selected for further consideration and the orange route is dismissed.</p>
South Holland District Council	<i>No other form of correspondence</i>
East Lindsey District Council	<i>No other form of correspondence</i>

Responses from parish councils

Table 8.6 details all of the Phase 2 Consultation feedback received from parish councils in response to question 1 on the feedback form.

Table 8.6 Responses to question 1 from parish councils			
Parish council	1a. Is there anything you think we should take into consideration when deciding which cable route corridor to take forward?	1b. Within the orange corridor, is there anything specific you think we should consider if we took this route corridor forward?	1c. Within the purple corridor, is there anything specific you think we should consider if we took this route corridor forward?
Anderby Parish Council	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
Firsby Parish Council	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
Orby Parish Council	Orby Parish Council object to the orange route as it cuts through the parish	Crosses a high number of minor roads which will be detrimental to their condition there are more settlements therefore more disruption will be caused	Less crossings, more access points
Raithby Parish Council	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
Welton le Marsh Parish Council	<p>The community of Welton Le Marsh are most dissatisfied with the suggested Orange route that runs north of the village. It could potentially have the following adverse effects on its residents:</p> <ol style="list-style-type: none"> 1. Noise and dust pollution (albeit time limited) detrimentally affecting the health of the elderly and vulnerable residents in the village. 2 Noise and dust pollution generally affecting the environment in which the residents of Welton Le Marsh live. This is particularly where there is close proximity to some residential houses and small holdings where animals are kept. 3. Road deterioration and congestion. Walton Le Marsh is accessed via the B1196. This is a small country road that is currently NOT well maintained. <p>There are concerns generally about the viability of road access and the volume of traffic leading to the east coast. The A158 is a major tourist route that leads from Lincoln to Skegness. Comparing Lincolnshire roads with an area with similar demographics, reports show higher levels of casualties resulting from road traffic collisions.</p> <ol style="list-style-type: none"> 4. Detrimental effects on local businesses & the local economy due to road disruption and agricultural land disruption i.e. if crop growth is restricted farmers may reduce their labour force taken from local residents. 	<p>Welton Le Marsh is first documented in the Domesday Book, where it has three entries. Earthworks and crop marks are visible on aerial photographs which represent late medieval crofts in the north - west, east and south - west of the village at TF477687.</p> <p>These features are thought to date from prehistoric or Roman periods. Aerial photography taken in Dec 2011 recorded medieval field and double ditches which are thought to be associated with World War 2 defences, Source: Lincs to the Past.</p> <p>Castle Hill falls within the orange route OS Map Grid Ref TF47666980. This monument is Scheduled under the Ancient Monuments and Archaeological Areas Act 1978.</p> <p>The orange route also directs the Roman Road which is clearly marked on the OS map ref TF45126947. Source: Heritage Gateway</p> <p>The orange route severely disrupts an area rich in archaeological artefacts and rich in rare localised wildlife such as Red Kites and Great Crested Newts.</p> <p>The Parish Council challenges the view that the orange route avoids the AONB in its entirety (as stated on page 111). The orange route most definitely does encroach upon the AONB at Welton Le Marsh.</p>	<p>The purple route should be the preferred option for the following reasons:</p> <ol style="list-style-type: none"> 1. It is the shortest route and therefore the route of least disruption. 2. It requires fewer water crossings than the orange route 3. It requires fewer road crossings than the orange route, consequently, less costly. 4. It has better road access. 5. It has less proximity to relatively large settlements and therefore the route of least disruption to the people of Lincolnshire. <p>Both the purple and the orange routes affect the AONB. As reassurance has been given that the environment will be returned to how it was prior to the cable works, AONB should not be taken into account when deciding the preferred option.</p>
Huttoft Parish	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>

Table 8.6 Responses to question 1 from parish councils

Parish council	1a. Is there anything you think we should take into consideration when deciding which cable route corridor to take forward?	1b. Within the orange corridor, is there anything specific you think we should consider if we took this route corridor forward?	1c. Within the purple corridor, is there anything specific you think we should consider if we took this route corridor forward?
Council			
Bicker Parish Council	It is felt that the route used should minimise further additions to the already crowded electrical infrastructure on Bicker Fen (noting all the additional proposals from National Grid, Western Power Distribution, Ecotricity and RWE Triton Knoll) when the available route to the west of the South Forty Foot Drain is clearly the most suitable from your point of view. We accept that there must be a short cable route on Bicker Fen from CS1 to the existing/new National Grid substation, this cable route should be accessed from the new haul road off the A52 to CS1. Robust measures must be put in place to prevent contractors accessing the worksite via roads through and near Bicker.	All comments relate to both the orange and the purple corridors and relate solely to the Bicker area as I am not qualified to comment on the full route from the East Coast to the Bicker area. You really should use the western route through North Kesteven.	As 1B
Halton Holegate Parish Council	<i>No response to this question</i>	No response to this question	<i>No response to this question</i>

Table 8.7 details all of the Phase 2 Consultation feedback received from parish councils in response to questions 2 and 3 on the feedback form.

Table 8.7 Responses to questions 2 and 3 from parish councils

Parish council	2. What are your thoughts on the design styles for the converter station?	3. Is there any other information that we should be considering, or would help inform the development of the project?
Anderby Parish Council	<i>No response to this question</i>	<i>No response to this question</i>
Firsby Parish Council	<i>No response to this question</i>	<i>No response to this question</i>
Orby Parish Council	<i>No response to this question</i>	<i>No response to this question</i>
Raithby Parish Council	<i>No response to this question</i>	<i>No response to this question</i>
Welton le Marsh Parish Council	No comments	<p>1. Improve the consultation documents: The existing documents are obstructive to effective communication and consultation as they are:</p> <ul style="list-style-type: none"> - Too Long. A short concise summary document is required to enable maximum readership - Too much reliance has been placed on the ability to access the document electronically. In areas where internet access is poor the document is difficult to download. The average download speed for Welton Le Marsh is 0.9 Mb. - Welton Le Marsh has a significant number of elderly or retired people who do not have access to a computer. Therefore they are excluded from the consultation process as paper copies of the document are only available at consultation events. <p>2. Consultation letter is misleading. The letters contained insufficient information to allow people to make an informed decision about attending the consultation events. Further letters should be more precise and informative.</p> <p>3. Consultation Events.</p>

Table 8.7 Responses to questions 2 and 3 from parish councils		
Parish council	2. What are your thoughts on the design styles for the converter station?	3. Is there any other information that we should be considering, or would help inform the development of the project?
		<p>Consultation events should be timed so that they do not necessarily clash with a major holiday period. There are two aspects to this issue. Firstly, as the area being consulted is one which is heavily influenced by tourism an individual's ability to attend such events is restricted by the need to work. August is also a time when many people take their annual family holiday and these people are also except from the consultation. They should also be held in venues local to the community affected...not 4 miles away without any public transport available. Walton Le Marsh has a village hall and a public house where an event could have been located.</p> <p>It could be suggested that the venues chosen and the timing of the events were specifically held to restrict the number of people able to attend.</p> <p>4. The Parish Council are disappointed in the approach to consultation in that it has been segmented to localised areas. The areas totally affected by the route of the cable were not consulted about the point at which the cable comes onto the land and therefore the potential impact upon parts of Lincolnshire. This approach can be construed as devious</p>
Huttoft Parish Council	<i>No response to this question</i>	<i>No response to this question</i>
Bicker Parish Council	Nothing to report	Bicker Fen already has a substantial amount of underground (and overground) wiring. This includes the existing 13 wind turbines which export their power to Boston via Cowbridge road, Ing Drove and Rookery Road. There is a lot more wiring to come from National Grid, Western Power Distribution, Ecotricity and RWE Triton Knoll. To avoid potential clashes and overlap, the route to the west of the South Forty Foot Drain is the obvious choice and the best for you and Bicker.
Halton Holegate Parish Council	<i>No response to this question</i>	<i>No response to this question</i>

Table 8.8 details all of the Phase 2 Consultation feedback received from the parish councils in other forms, e.g. letter or email.

Table 8.8 Other forms of correspondence from parish councils (e.g. letter or email)	
Parish council	Comments
Anderby Parish Council	<p>I write to you with respect to your recent public presentations throughout the county seeking public, and local Parish Councils, opinions on the two proposed onshore cable routes for the Viking Link Connector project.</p> <p>At last night's Anderby Parish Council meeting, the councillors discussed, under item 11 on our agenda, the two cable route options being offered by Viking Link between Sandilands, and Donington, and their possible impact on our locality.</p> <p>Having reviewed both routes being offered, the councillors have voted unanimously to support the "Purple route" option.</p> <p>If you require any further information, please do not hesitate to contact us.</p> <p>Kind regards, Chairman Anderby Parish Council</p>
Firsby Parish Council	<p>At the last meeting of the Firsby Group Parish Council, the matters of Triton Knoll and Viking Link cable routes were discussed in great detail. It is the opinion of the Parish Council and the general public at large that your two companies should engage in talks with the view to using the same areas for the siting of your cables.</p> <p>Although your timeframes are different, it seems sensible to everyone else that the laying of the cables would cause less disruption to our countryside if they followed the same route.</p> <p>We fully understand that they cannot go in the same trench because one is AC and the other DC, but they could be nearby. The Council has been approached by many residents who feel the same.</p>

Table 8.8 Other forms of correspondence from parish councils (e.g. letter or email)

Parish council	Comments
	<p>The Parish Council would urge you to at least discuss the possibility. I look forward to hearing from you in due course. Kind regards Clerk to the Firsby Group Parish Council</p>
Orby Parish Council	<i>No other form of correspondence</i>
Raithby Parish Council	<p>I am writing as the Chair of the Parish Meeting of Raithby with regards to the proposed Viking Link 1400 Mega Watt high voltage direct current electricity cable. Most people in the village were sent letters some time ago inviting them to a series of meetings around the county. Included with the letter was a very small map that indicated a vague proposed route that did not appear to affect our village. Raithby residents went to early meetings and were reassured that the cable would not cause much disruption, would avoid settlements and again would not be close to our village. Last week at a meeting on the 3rd October residents were horrified when they attended a presentation where the proposed routes were finally clearly shown and one of the routes (the Purple Route) goes extremely close to our village to the point at which it will cause considerable disruption to the residents affected. They were also informed that they only had until the 14th October to submit their objections. Even in your brochure Raithby is mentioned alongside Asserby, and East and West Keal as settlements most likely to be affected. Given this information I feel a meeting should have been proposed in our local village hall by the Viking Link organisation.</p> <p>After the information was given to me on the 3rd October a leaflet drop went around the village inviting residents to an emergency meeting on the 4th October. We were also able to take the opportunity to show the maps and information at a local coffee morning held in the village hall earlier that morning of the 4th October. At both these events 50 plus residents have signed up to put in their objections given the shock that they had not realized how close the purple route would come. From the Parish Meeting I would like the following points to be noted:</p> <ul style="list-style-type: none"> • Our village is against the purple route as it comes through the Area of Outstanding Beauty that is the Lincolnshire Wolds that people have chosen to live in for its peace, tranquillity and beauty. • There are considerable concerns around the effects on nature and measures are in place for people to do their own investigations into this. • Could we see a copy of the Environmental Input Survey? • Has a Historic and Archaeological Survey been done and if so can we see it? Again we will be looking into this for ourselves. • We would like a reassurance that a buffer zone of at least ½ mile is given around our village should the route be chosen to minimize disruption. On the maps given the routes comes very close to the Hagworthingham end of the village. Some of the most vulnerable, elderly people live that end of the village who are most likely to be seriously affected health wise due to the disruption. • Our village is greatly offended at not being given the courtesy of a presentation in our village hall given how close the proposed purple route will come. We therefore do not have all the information needed to reassure the local residents. • Given the fact that this is a proposed planning application at what point was the Parish Meeting going to be told? • Could we be given a clear understanding of what is to be proposed, what is involved, what will be the Scope of Working? • What are the control measures to prevent disruption to residents? • Should the project go through I assume it will be subject to Construction Design and Management Regulation (2015). We would need to know the Principal Designer put forward to ensure safety alongside at least 2 sets of contact details including principal contractors and the company in overall charge of the project. We would need names and phone numbers for us to contact should we need to. • We would also need contact details of at least 2 people in the East Lindsey Planning Department involved. • An extension should be given to allow people to put in their objections given the fact that only in the later meetings was the full information given of the proposed routes. <p>Our village will not stand by and let such disruption and destruction to our landscape, wildlife, and our way of life. I feel the whole project has been put forward in a very underhand way when it should have been far more transparent especially to those most affected.</p> <p>Yours sincerely Chair of the Parish Meeting of Raithby by Spilsby</p>
Welton Le Marsh Parish Council	<i>No other form of correspondence</i>
Huttoft Parish Council	<p>Huttoft Parish Council discussed the Viking link project and at a recent meeting decided that the electric cable should be taken through the purple route with the following observations -</p> <ol style="list-style-type: none"> 1. Concerns over depth of trench and land drainage 2. Infrastructure - minimal disturbance to access routes, traffic, tourists (summer months) and Coastal Country Park 3. Lincs. County Council & Viking Link to work together to survey all roads before construction commences & reinstatement of damage to roads, verges & hedgerows 4. Are there any monies available which would benefit the community? <p>I look forward to hearing from you in the future regarding the next phase.</p>

Table 8.8 Other forms of correspondence from parish councils (e.g. letter or email)

Parish council	Comments
	Yours sincerely, Clerk
Halton Hologate Parish Council	<p>Halton Hologate with Halton Fenside Parish Council welcomes the opportunity to participate in the route selection consultation for the Viking Link power cable project. Many of the Councillors have attended one or more of the consultation events and a special meeting was arranged to consider the relative merits and challenges of both the orange and purple corridors. At the meeting, the Parish Council strongly and unanimously supported the PURPLE ROUTE. In making their decision the Councillors were able to scrutinise all published documents but for ease of identification the following supporting comments are referenced against paragraphs from Chapter 4 and particularly sections in the Route Corridor Selection Report - Non-Technical Summary Table 4.1 - Summary of Options.</p> <p><u>Approximate Number of Crossings</u></p> <p>It is noted that purple route has significantly less crossings of roads, watercourses or the infrastructure (i.e. 221 against 338). This is considered significant in choice of route, as at each crossing the chances of damage to, or long term impacts on the function of those assets increase. This is especially the case with watercourses, the correct functioning of which is paramount to sustain the areas they serve.</p> <p><u>Constructability</u></p> <p>Whilst both routes pass through predominantly agricultural areas the Council can confirm the ground through which the orange route passes, especially near Cumberworthm in Halton Fen, Halton Fenside and south of East Keal, is of peaty nature, which will be difficult to work through. Contractors can expect to encounter buried relict trees (Bog Oaks) on this route. The purple route, whilst a more undulating terrain would not present these challenges.</p> <p><u>Infrastructure</u></p> <p>As stated previously, reducing the number of occasions where crossings of major infrastructure are required is considered of major importance. The council has particular concerns about the orange route's potential clash with a gas pipeline that passes close to the eastern side of the village.</p> <p><u>Accessibility</u></p> <p>The Parish Council were particularly concerned about the impact of heavy construction of heavy construction traffic on the many minor roads that would need to be used to access the orange route corridor. It is noted that the purple was better served by higher standard A and B routes that would reduce the necessity to use lower standard C class roads and other routes.</p> <p><u>Settlement Community and Tourism</u></p> <p>In general the purple route avoids more settlements than the orange route. This will reduce disturbance such as noise pollution, visual impact and traffic disruption.</p> <p><u>Hydrology</u></p> <p>As previously referred to, the benefits of crossing a smaller number of watercourses (i.e. 168 against 271) are considered a major benefit of the purple route. However, the council would also wish to point out that much of the orange route passes through intensively drained lands. Extreme care to avoid damage, or plans to fully repair underdrainage systems severed by the works, will be a necessity for continued sustainable land use. These mitigations against damaging underdrainage will potentially require a deeper trench construction if damage to be avoided.</p> <p><u>Agriculture and Soils</u></p> <p>Land use potential is a major concern which is often judged by Land Use Classification based on soil potential. Purple route generally avoids more of the higher graded lands. Along much of the orange route land is intensively farmed with root vegetables and supports significant levels of employment - drainage is paramount for this system of agriculture to be successful.</p> <p><u>Landscape</u></p> <p>The council acknowledges that part of the purple route passes through the south eastern part of the Lincolnshire Wolds AONB however, the impacts suffered during construction will, in our opinion, be short term.</p> <p><u>Ecology</u></p> <p>The council note and agree that no major ecological constraints apply to the purple route.</p> <p><u>Archaeology and Heritage</u></p> <p>The council would like to draw attention to the orange route (both links) adjacent to Monksthorpe. This area is the site of the former RAF Spilsby Wartime Airfield. There is a real risk of encountering undiscovered ordinance at depth adjacent to Kelsey Hall. Lands nearer to Monksthorpe, where the wartime bomb dump was located, is reported to hold the remains of three airmen killed in an explosion. The council wishes to commend National Grid, the developers of Viking Link, for their approach to this consultation, the clarity of, and comprehensive narrative provided in the consultation documents. In conclusion it is confirmed that Halton Hologate Parish Council strongly support selection of the Purple Route Corridor.</p> <p>Clerk to Halton Hologate Parish Council.</p>

Responses from landowners

Table 8.9 details all of the Phase 2 Consultation feedback received from landowners in response to question 1 on the feedback form.

Table 8.9 Responses to question 1 from landowners			
Response reference number	1a. Is there anything you think we should take into consideration when deciding which cable route corridor to take forward?	1b. Within the orange corridor, is there anything specific you think we should consider if we took this route corridor forward?	1c. Within the purple corridor, is there anything specific you think we should consider if we took this route corridor forward?
1003	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1004	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1012	Specific area - 9 purple/10 orange. As I live in this area and have viewed your proposed routes I feel that the best option would be the one that is west of the North Forty Foot Drain. This is the best option as it is furthest away from the majority of residential properties. It also has less roads to contend with and is a more direct route.	As stated above	As above
1016	Don't know	Important features (ecological and archaeological) on my land within the orange corridor. I own between 10 and 11 acres of land at Welton le Marsh within the corridor, which could be affected by the project. The grid reference of my house is TF469691, the boundary at the NW end of the property is at approximately TF467692. The ecological considerations which should be taken into account are as follows. My land provides a wildlife habitat for a diverse range of species. The meadows are managed by grazing/ hay cutting and support a diverse range of grasses and flowers. The hedges are old and maintained with a view to supporting wildlife habitats. Some of the land is managed to enhance barn owl habitat. Barn owls are regularly seen and nest in one of the buildings. Other owl species, bats, deer, swallows, field and garden birds are also very much in evidence. There are numerous badger setts and badgers are regularly seen at night. During late summer a variety of butterflies and moths can be observed. There is a wildlife pond which supports a variety of aquatic plants, amphibians and insects including dragonflies and mayflies. A public footpath passes through the property, providing pleasant views of the local scenery. Part of the land is in an entry level stewardship scheme. I have also received help and advice from the AONB to maintain and improve wildlife diversity. Archaeological features include old ridge and furrow landscape, plus an old corn pit which is not currently visible but known to exist.	Don't know
1032	In general the installation of the cables will damage crops sown and cause serious disruption of	Adhere as much as possible to field margins to minimise	N/A

Table 8.9 Responses to question 1 from landowners			
Response reference number	1a. Is there anything you think we should take into consideration when deciding which cable route corridor to take forward?	1b. Within the orange corridor, is there anything specific you think we should consider if we took this route corridor forward?	1c. Within the purple corridor, is there anything specific you think we should consider if we took this route corridor forward?
	normal farming operations. No mention of compensation for crop loss and additional operating cost. All field drains damaged <u>must</u> be duly restored. They are too important to neglect.	disruption as above	
1033	See enclosed map for details	<i>No response to this question</i>	<i>No response to this question</i>
1035	<ol style="list-style-type: none"> The purple route corridor affects far fewer residential properties. The purple route corridor goes across far more open farm land than the orange corridor. The purple route corridor goes across far bigger fields (so your impacting less people) than the orange corridor. The orange route corridor map is inaccurate (see answer to next question). 	Your orange corridor map is inaccurate. Our property is located within the proposed orange corridor (within section 4, near to postcode PE24 5DQ). The maps on your website do not reflect the actual boundaries, curtilage, gardens and extent of our residential property (particularly to the north of our property). If you look at the attached IMAGE1 (an OLD satellite image) I have marked on the rough actual boundary of our property. This boundary is different to the boundary noted within many OS and other maps. I have also attached IMAGE2 which more accurately, but still only roughly, shows our property boundary on a more recent OS map. I would also note we have many animals within our boundary on a more recent OS map. I would also note we have many animals within our boundary (including horses) as well as multiple large underground drainage pipes criss-crossing our land (to drain our ménage, land, garden and other areas). Please therefore do not propose to lay cable within our boundaries. There are large open fields north of our property boundary (in the Brambleberry farm area). Thank you.	<ol style="list-style-type: none"> The purple route corridor affects far fewer residential properties and their gardens. The purple route corridor goes across far more open farm land than the orange corridor. The purple route is therefore preferable in terms of mitigating impact to countless home owners AND the purple route cable would be far more accessible (therefore easier/cheaper to lay and maintain) as it is more often located in open farm land than the orange route.
1045	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1046	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1056	No response	No response	Our farm is on the route of the purple corridor (at Rigsby, LN130AL), while largely supporting the Viking-Link, we have the following concerns about the impact of the purple route on our farming business: * the amount of time our land will be disturbed (within one farming season or will it be multi farming years impacted?) * the amount of land impacted: we understand a 30m wide corridor is needed * the impact on our hedges * the impact on our existing land drains * the impact on our field dykes * the impact on field margins, which are used to give us access around the farm and for wildlife * our incurred time and legal costs agree easement rights * will your vehicles be using our farm tracks prior/post construction? * what compensation will be offered to giving rights for the cable and construction of the cable? * what compensation will be offered for crop loss * how much notice will be given * when will the exact route be known and when will it be marked out * do we need to provide alternative public footpath routing if you cut across a footpath A second aspect of our company is holiday cottages letting, see http://rigsbywoldholidaycottages.uk/ we promote our holiday cottages

Table 8.9 Responses to question 1 from landowners			
Response reference number	1a. Is there anything you think we should take into consideration when deciding which cable route corridor to take forward?	1b. Within the orange corridor, is there anything specific you think we should consider if we took this route corridor forward?	1c. Within the purple corridor, is there anything specific you think we should consider if we took this route corridor forward?
			as being rural and peaceful with lots of walking opportunities across our farm with picturesque views and access to the ANOB of the Lincolnshire Wolds. Therefore we have the following concerns about the purple route: * the impact on our tourism based business - we feel we must tell our future guests of your work (when it is known) and so some potential guests may not book * the day time noise of the construction, and heavy traffic * will there be any night time construction/traffic noise? * the impact on the walking opportunities for our holiday guests
1057	I'm in the process of building a new house right in the middle of the purple route, see: https://www.google.co.uk/maps/place/53%C2%B015'37.6%22N+0%C2%B008'20.2%22E/@53.2604503,0.134567,1818m/data=!3m1!1e3!4m2!3m1!1s0x0:0x0 and therefore naturally have concerns	No response	My new build house is on the route of the purple corridor (at Rigsby, LN130AL), while largely supporting the Viking-Link, I have the following concerns about the impact of the purple route: * the exact route of the cable - how close will it be to my property * the noise created during the construction * the dust created during the construction * the mud on the road during the construction * will the construction vehicles be using the track from Rigsby to Ailby (which I partially own) * the total time from start to finish of the cabling sections is not clear, please advise * the impact on the views (we are building a cottage in the countryside to enjoy the natural views - though my 5 year old boy might be very interested to watch!) * the impact on local wildlife, we love the sound of the birds * how much notice will be given before the cabling section local to me commences? * when will the exact route be known * will there be any night time construction/traffic noise - say if the project is running late will there be night time work?
1073	Please see my comments in section 1c regarding the proposed purple route. Our preference would be for you to take the Orange route corridor, obviously partly from a personal point of view but also partly as that will avoid the Wolds AONB which must be safe guarded. With the Anglian water pipeline recently crossing through the Wolds leaving a blemish on the landscape in the form of raised above ground chambers as well as hedgerow removal and other such disturbances, we are more convinced than ever for the need to avoid this scenario from being repeated.	I have no specific comments	Our farm is situated in Harrington, which falls within one branch of the purple route corridor; and we have several key concerns. Firstly is the fact that this route crosses through several of our fields which have the remains of buried Roman settlements within them (these can often be seen as outlines in crops when observed from aerial photographs). We recently had the Anglian Water pipeline that passes from Covenham reservoir to Boston cross our farm, and the ancient settlements resulted in them having to directionally drill underneath them. Due to the nature of the sandstone bedrock this presented them with a significant challenge and resulted in two failed drill shot attempts which subsequently subsided in several places into sink holes and had to be filled with stone. Ultimately this is still a cause for concern to this day when operating very heavy and expensive machinery on top and do not wish to see the problem repeated. In addition, by the time your project has commenced, one of the fields you will likely cross if you take our branch of the purple route will have livestock in it. Obviously we have a number of

Table 8.9 Responses to question 1 from landowners			
Response reference number	1a. Is there anything you think we should take into consideration when deciding which cable route corridor to take forward?	1b. Within the orange corridor, is there anything specific you think we should consider if we took this route corridor forward?	1c. Within the purple corridor, is there anything specific you think we should consider if we took this route corridor forward?
			concerns about how this project will affect this enterprise including:- 1. How are you going to ensure cattle isolated by the pipeline have adequate water? 2. What measures do you have in place for ensuring heavy plant machinery doesn't cause cattle to become agitated and escape? 3. How do you intend to compensate for loss of grazing land in the 30m strip? Obviously we will require more grazing land for the herd size but this will require us to fence another of our arable fields. Finally, a more general concern is if the route isolates part or a whole field, how will you ensure we have 365 day/yr access to allow us to hit critical spray timings etc...?
1107	Avoid the Wolds AONB, particularly the Langton Sheep-walks (LN11 8RB) west of Langton which are very steep. The orange route looks to be much the most sensible, flattest and direct.	<i>No response to this question</i>	You should avoid the AONB - The ground is extremely steep, especially over whichever route around Langton that you Take. Please avoid registered parkland at Harrington Hall (PE23 4NH)
1113	<i>No response to this question</i>	<i>No response to this question</i>	

Table 8.10 details all of the Phase 2 Consultation feedback received from landowners in response to questions 1 and 2 on the feedback form.

Table 8.10 Responses to questions 2 and 3 from landowners		
Response reference number	2. What are your thoughts on the design styles for the converter station?	3. Is there any other information that we should be considering, or would help inform the development of the project?
1003	The wooden look is more in keeping with the rural location. It looks like an agricultural building.	<i>No response to this question</i>
1004	The wooden building sits better in the rural location as it looks like an agricultural building.	<i>No response to this question</i>
1012	Having viewed the 3 designs at the public consultation I am undecided between the contextual style and the functional style in green. The contextual may blend well in the agricultural area (barns etc) however, with it being such a large and tall building it might "stand out" more even from a distance. The functional style in green may blend better from a distance (looking like trees and sky) but would probably be harsh on the eye close up. I feel that the people living closest to the structure should have the final say. If anything I'm probably leaning towards the functional style in green. Whichever style the people in the immediate area decide on it should be surrounded by a large soil bank with a mixture of fast and slow growing trees and shrubs planted on and around it. Everything possible should be done to camouflage and blend and shield from noise transmission. Maybe if there is enough land around it you could create a nature area to encourage the wildlife. Some financial commitments to the local community may be appreciated and help to compensate for the "spoiling" the flat Fenland views. With the existing wind farm at Bicker Fen with its substation, the Triton Knoll Substation that is going to be built and the Heckington Wind Farm that is in the offing this area has more than its fair share of industrialisation.	See previous
1016	Don't know	I had no success submitting the online form due to a server error. I also had a problem editing the downloaded form.
1032	It will be the tallest building in the area and efforts must be made to minimise height. Clearly it has to be 'disguised' as an agricultural building if at all possible.	Maintenance of ditches is vital for farming and periodically ditches are cleared out and silt/soil is removed from the bottom of the ditch. A minimum clearance should be set at 2 metres (not 1.5m as shown) below a watercourse. A very useful informative and well-presented event.

Table 8.10 Responses to questions 2 and 3 from landowners		
Response reference number	2. What are your thoughts on the design styles for the converter station?	3. Is there any other information that we should be considering, or would help inform the development of the project?
1033	<i>No response to this question</i>	<i>No response to this question</i>
1035	No comment	1. Wherever possible please locate the cable in LARGE open fields. This reduces the projects impact on countless home owners and reduces your laying and ongoing maintenance costs (due to ease of access). 2. Finally, please remember that if you lay cable on people's land you will dramatically reduce their property's value (potentially delaying/stopping sales and stopping people from being able to afford to sell their homes for current market prices e.g. to fund the cost of their future care home fees etc). As people's life savings are usually their homes this is a huge moral consideration I hope your team is very aware of. This can be avoided by Locating the cable in big open farmer's fields and not in gardens or small paddocks adjacent to people's homes. Thank you.
1045	<i>No response to this question</i>	<i>No response to this question</i>
1046	<i>No response to this question</i>	<i>No response to this question</i>
1056	Prefer the contextual style so it is less harsh against the surrounding countryside	Our farm yard at Rigsby could be a suitable location for the storage of your machinery, as it has plenty of hard standing with gated access, should you wish to rent this space from us.
1057	<i>No response to this question</i>	No
1073	As the converter station is not located nearby to us I feel it inappropriate for me to offer an opinion on this and instead trust the local people to influence the design to the best of their ability.	None that I am currently aware of
1107	<i>No response to this question</i>	Keep landowners informed - your consultations were excellent. A spirit of co-operation is much to be welcomed. Bottom out the question whether entry by negotiation does not count as "force measure" from a stewardship point of view. Farmers must not end up penalised just because they have co-operated with you. Offer proper, full and timely compensation - no landowner wants you to come through his land, but we all understand the context. Please do it all quickly.
1113	<i>No response to this question</i>	<i>No response to this question</i>

Table 8.11 details all of the Phase 2 Consultation feedback received from landowners in other forms, e.g. letter or email.

Table 8.11 Other forms of correspondence from landowners (e.g. letter or email)	
Response reference number	Comments
1003	<i>No other form of correspondence</i>
1004	<i>No other form of correspondence</i>
1012	<i>No other form of correspondence</i>
1016	<i>No other form of correspondence</i>
1032	<i>No other form of correspondence</i>
1033	<i>No other form of correspondence</i>
1035	<i>No other form of correspondence</i>

Table 8.11 Other forms of correspondence from landowners (e.g. letter or email)

Response reference number	Comments
1045	<p>I refer to the public consultation and documentation which you had today at Partney Village Hall which I attended with Andrew Carter of Jas Martin & Co</p> <p>The proposed Purple Corridor runs through the Langton Estate. I draw your attention to the problems associated with the route where it runs over the estate</p> <ol style="list-style-type: none"> 1. The proposed western route runs down the escarpment known as the Sheep Walks (on the map just round the words "LANGTON BY SPILSBY CP" and running southwards to where the words "Heter Holt" are written on the map). All of this escarpment is covered by strip lynchets, possibly dating to Iron Age. Putting the cables through these strip lynchets would do irreparable damage to these historical earthworks. The Sheep Walks are also included in a Higher Level Stewardship Scheme. 2. There is an ancient dew pond in the field to the north of the drive to Langton Grange Farm at about TF403727 and another dew pond in the field to the west of Langton Grange Farm at about TF397727 3. Spellow Hill at TF402724 is a Scheduled Ancient Monument and there are two further historical subterranean earthworks at TF 402718 (just to the north of the farm track) and TF404715 4. It is not clear why the eastern side of the eastern branch deviates from the A16 from TF406730 to TF404721. If the purple route turns out to be the most appropriate, there is no obvious reason why the route should not follow the western edge of the A16 till the quarry to the south of Dalby Bar then proceed in a more or less straight line to the west of Helen's Firs as far as East Farm. 5. All the fields on the estate south to the east, north and south of Hop Carr (TF 395695) are drained under schemes dating from the 1960s. <p>Clearly the eastern (orange) corridor route does not have the same problems as would be the case for the purple route with its very distinctive and historical earth works and the technical complications of the escarpment which runs through both the eastern and the western arms of the purple route. We would therefore suggest that this orange route should be the preferred option.</p> <p>The above comments are made without prejudice to the fact that the various freeholders of the land and the farming business which operates on the estate will expect full financial compensation and actual work plans to be agreed with them before any works are begun.</p> <p>Please let me know if you have further queries or would like to make further site visits to the estate. Please ensure that you keep Andrew Carter informed of developments as he also acts on behalf of the freeholders, which are various family trusts.</p>
1056	<i>No other form of correspondence</i>
1057	<i>No other form of correspondence</i>
1073	<i>No other form of correspondence</i>
1107	<i>No other form of correspondence</i>
1113	<p>This project has huge potential impact on our farming and financial viability. Our involvement is on figure 5 of the UK onshore scheme orange route corridor. We farm the old wartime airfield at Monksthorpe and Great Steeping. The bomb dumps were north of Monksthorpe where was a wartime bomb explosion that killed 3 airmen who have no known grave- the area is a war grave. This will blight the northern orange corridor. The southern part of the airfield, adjacent to kelsey Hall, is criss crossed with ministry drainage pipes. Our own drainage systems infill across the whole airfield area. There is added danger of undiscovered munitions, at depth, on all parts of the airfield. On the southern route Hall farm, Great Steeping flooded badly in the 2007 floods where the land is low north of the Steeping river - it is effectively a floodplain. All of this land is underdrained. We farm the land in Halton Hologate Fen from the Little Steeping road going westwards to the parish boundary between Toynton St Peter Fen and Halton Hologate Fen. This is some of the blackest land in these Fens with Bog Oaks at the cable depth and unstable subsoil. All the land is underdrained. Part of this farm area includes the land around the East Fen Catchwater at Toynton Ings, Hubbard Hill and Halton Ings. The reservoir north Hubbard Hill is our source of summer water for irrigating high value crops. All the land is underdrained. Other parcels of land are near to Halton Bridge east of Halton Hologate and east of Glebe Farm slightly further north off the Candlesby road and the old airfield. All areas are underdrained. These are problem areas specific to our farming. Referring to the Route corridor selection report (non-technical summary) section 4.1, overall the orange route has far more problems than the purple route. (a) More crossings 338 to 221, of which ditches account for 271 to 168. All of the additional ditches will service the orange route north of East Keal. All are in lowland areas with underdrainage. No crops will grow without proper drainage and particularly so with high value crops. (b) Poorer road access; more unclassified roads which are narrower and uneven, not good for heavy traffic. (c) Greater construction problems with:- (i) underdrainage depth leading to a greater digging depth to avoid compared to the purple route and thereby more costly. (ii) underdrainage depth leading to a greater digging depth to avoid compared to the purple route and thereby more costly. (iii) Additional problems with bog oaks at Cumberworth, Halton Fen, Halton Fenside and East Keal. d) Problems with infrastructure, gas pipeline adjacent to Halton Hologate and further north in the orange zones. e) Hydrology - covered in (a) but land drainage of prime importance for intensive farming in the orange areas - breaking this drainage would make farming impossible. Serious problems with flooding adjacent to Steeping river and difficult going under it. Spilsby airfield flooded during summer 2007, the subsoil is very wet heavy clay. There are very few ditches as they were filled in when the airfield was constructed. f) Better quality grade soils in the orange area with higher value cropping. More employment when farming these crops - loss of income affecting employment would be serious to business in the orange zones. g) Ecology - similar in purple and orange routes. No major constraints despite AONB areas. h) Archaeology/Heritage - areas of ancient grassland near Great Steeping. Old airfield as described earlier. In summary, the Purple route should be chosen north of East Keal as it has less problems than the Orange route. It should be easier, less costly, more accessible and do less damage to land and village life. Your non-technical summary report section 4.1 confirms that the Purple Route would be more appropriate.</p>

Responses from local communities

Table 8.12 details all of the Phase 2 Consultation feedback received from local communities in response to question 1 on the feedback form.

Table 8.12 Responses to question 1 from local communities			
Response reference number	1a. Is there anything you think we should take into consideration when deciding which cable route corridor to take forward?	1b. Within the orange corridor, is there anything specific you think we should consider if we took this route corridor forward?	1c. Within the purple corridor, is there anything specific you think we should consider if we took this route corridor forward?
1001	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1002	Purple corridor - Sutton branch line conservation area - 2 important nature reserves - noise, vibration, drilling effects, traffic and impact of - marine mammals + seabed disturbance - so close to donna nook nature reserve - vibration from heavy goods vehicles - possible archaeological remains along the foreshore as well as a submerged forest resource etc shipwrecks. LCC have got their preferred option with no thought for residents!! Our flood defences/damage to huttoft marsh/visual impacts at landfall location.	Orange route - still wrong at Sandilands - previous comments as above. Much narrower route. How would Gunby Hall be affected. Traffic can still be an issue.	Yes - marine life just on our coast - harbour seals, grey seals, harbour porpoises etc disturbance to the seabed. This should be in a different area totally - away from our part of Lincolnshire!! How will we be affected in road noise etc. A52 is busy enough and no clear haul out route. How will drilling noise etc - vibrations affect us - not enough defined answers! Sea defence disturbance still concerns me too - our homes are behind them. Considering its only going to bring in 1.3% - what's the point!
1005	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1007	<i>No response to this question</i>	Yes. It's coming near me. Please don't make too much noise and mess.	<i>No response to this question</i>
1008	1) Least impact on businesses and residents. 2) Lease impact on visitors. Population swells by approx 10x in Summer season	From maps orange and purple appear to have similar routes and impacts in Huttoft Parish	See above
1009	Minimum disruption for those living on the chosen route and concern for the depth of the cable should it be underneath farm land. Sub-soilers go down deep. Also mindful of any archaeology along the route.	<i>No response to this question</i>	<i>No response to this question</i>
1010	Road access is paramount to local businesses and sometimes closing a road can add several miles to a short journey. Total road closures should be kept to an absolute minimum so that business may trade at full capacity as normal and also allow the employees to reach their place of work without adding unnecessary miles to their journeys.	I have no specific opinion on either route	see above
1011	The water table here is very high in winter if a dry period follows land dries and sinks.	It goes through more populated areas than the purple	Depth of cable if ploughed after a dry spell then drag arrows used on land. Land sinks depth will then need retesting.
1013	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1014	The straighter route looks like the purple route.	<i>No response to this question</i>	The cable corridor won't affect us directly but I do think that avoiding nature parks would be good. Crossing farmer's crop fields would be better. I prefer purple route.
1017	Planned future road networks	Orby by-pass from grain store to north of the village to Gunby island	<i>No response to this question</i>

Table 8.12 Responses to question 1 from local communities

Response reference number	1a. Is there anything you think we should take into consideration when deciding which cable route corridor to take forward?	1b. Within the orange corridor, is there anything specific you think we should consider if we took this route corridor forward?	1c. Within the purple corridor, is there anything specific you think we should consider if we took this route corridor forward?
		on hold at the moment due to finance	
1018	<i>No response to this question</i>	The disruption to traffic near orby on the A158.A1028 especially in the summer	This is our preferred route.
1019	Looking at the maps provided it would seem that the purple route avoids the roads and seems to be a more straight forward route, therefore causing less disruption whilst being installed initially and any problems which may occur at a later date. As there are less water crossings with the purple route there would be less disturbance to the environment, and less likelihood of any accidents with water/electricity	The road access is not good to the part of the orange route which includes our property and the field at the back of us is known to often have a large lake of standing water in wet weather PE24 5HR. The orange route also comes close to the land around Gumby Hall which has unexplored archaeology sites and areas of outstanding natural beauty.	<i>No response to this question</i>
1020	At the Bicker Fen end of your routes, the proposed route via the west side of the south forty foot drain would cause significantly less disruption to farming, roads and existing power cables	As above	As above
1021	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1022	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1023	Be as sympathetic as possible	<i>No response to this question</i>	<i>No response to this question</i>
1024	Route 'Orange' runs next to our house - indeed one part of its options runs between only three houses on this whole lane LN12 2RX Crawcroft Lane.	Your route from Sandilands runs within metres of this house! Could affect our property value -? Compensation? Also what about "Conservation walk" Protected Species Badgers.	Will you reinstate Trees/Hedgerows removed? These are important in this area.
1026	Sympathetic thoughts of residents' environment. Protection of wildlife	As above	As above
1027	You must avoid Bicker Fen when a much more suitable route to your new building is available to the west of the south Forty Foot Drain in North Kesteven	This form refers to Bicker, where both routes are identical.	See 1b
1028	N/A	N/A	N/A
1029	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1030	PE23 4BE A16 East/West Keal - I feel there is insufficient width at Keal hill and terrain is not easy. Further A16 would need crossing twice and site works would divide the villages. Would strongly suggest avoiding the 'dog leg' and moving the corridor westward to the High Barn area, thus avoiding East Keal, West Keal and Keal Cotes - and also avoiding A16 disturbance.	The terrain is no more hilly than Keal Hill (laying the watermain C. two years ago in that area was not problematic). In addition, moving the corridor as suggested would lead directly towards the aerodrome, where (for a consideration!) you could probably secure ample hard-standing for site works and stores.	The 15m cable zone would impinge upon a number of properties should you insist on either purple or orange proposals at Keal Hill - quite a notorious area for accidents, incidentally. Also there is a recently-planted and very well stocked 'ribbon' garden along the north side of Keal which would be disturbed
1031	H route taken across to site - it would be best if west of Forty Foot taken - less impact!	<i>No response to this question</i>	<i>No response to this question</i>
1034	The only comment I have; is that the route to the west of the Forty Foot would be best, as it would have the least impact on residents. I would hope that any disruption would be minimal and ground to be returned to previous condition ASAP	<i>No response to this question</i>	<i>No response to this question</i>
1036	NG34 0BP between Donington and Helpringham	After viewing the large number of compulsory land purchases in the area there does not seem much room for consultation. Our interest lies in the two southern most options linking route D to the converter station option CS1. It would make sense to route straight across the	See above

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		A17, railway line and Forty Foot drain in one go just to the west of Swineshead Bridge and Royalty Farm. Then to parallel the Forty Foot Drain to the east by 20m down to the National Grid power lines, substation/switching station and the Converter option CS1. A link road from the Converter of about 1 mile long could be constructed southwards and along Westdale Drove to the A52 for construction vehicles. The A52 carries far less traffic than the A17 and should be the preferred means of access to the Converter	
1037	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1038	The Route used (Commenting on the Bicker Area Only) Should avoid Bicker Parish, excepting the short cable route from the interconnector to the National Grid substation, accessed from the new road near Northore only. Bicker Fen is already overcrowded with electrical infrastructure and cabling. In addition Bicker must also suffer yet more infrastructure from National Grid, Western Power Distribution Ecotricity and RWE triton Knoll. Your North Kesteven route to the west of the south Forty Foot Drain is clearly preferable for Bicker and Yourselves. Robust measures must be put in place to prevent contractors accessing any of your worksites via roads through and near Bicker.	All comments relate to both the orange and the purple corridors and relate solely to the Bicker area as I am not qualified to comment on the full route from the East Coast to the Bicker area. You really should use the western route through North Kesteven	See 1b
1039	Bicker Fen - The route used should create as little disturbance as possible on the already overcrowded electrical infrastructure on Bicker Fen. The best route to use would be the one to the west of the South Forty Foot Drain. This short cable route from CS1 to the N.G. substation should be accessed form the A52, and not on any of Bicker's narrow and unsuitable roads.	Orange + Purple Corridors are the same at the southern end. Avoid Bicker Fen, there is enough infrastructure and more to come, and use the North Kesteven route. Avoid the underground cabling from the Bicker Wind Farm to Boston.	Avoid Bicker Fen. Already lost enough agricultural land
1040	The route to the west of the South Forty Foot Drain is the one that should be used. This cable route should be used. This cable Route should be accessed from the New Haul Road off the A52 to CS1. The Roads through and near Bicker should not be used to access the worksite.	The Orange and Purple corridors only affect Bicker at the southern end. So we are only commenting on the area near Bicker. Bicker Fen must be avoided and the North Kesteven route must be used.	As above
1041	It is felt that the route used should minimise further additions to the already crowded electrical infrastructure on Bicker Fen (noting all the additional proposals from National Grid, Western Power Distribution, Ecotricity and RWE Triton Knoll) When the available route to the west of the south Forty Foot Drain is clearly the most suitable from your point of view. We accept that there must be a short cable route on Bicker Fen from CS1 to the existing/new National Grid Sub Station. This cable route should be accessed from the new haul road off the A52 to CS1. Robust measures must be put in place to prevent contractors accessing the worksite via roads through and near Bicker.	All comments refer to both the orange and purple corridors as they are identical at the southern (bicker) end. Our comments are restricted to the area near Bicker. You must avoid Bicker Fen and use the North Kesteven Route.	See 1b
1043	Generally the route used should minimise further additions to the already crowded electrical infrastructure on Bicker Fen (noting all the additional proposals from National Grid, Western Power Distribution Ecotricity and RWE Triton Knoll) When the available route to the west of the South forty foot drain is clearly the most suitable from your point of view. We accept there must be a short cable route on Bicker fen from CS1 to the existing National Grid station this cable route should be accessed from the New Haul	All comments refer to both the Orange and Purple corridors as they are identical at the Southern/Bicker end. Our comments are restricted to the area near Bicker. You must avoid Bicker Fen and use the North Kesteven Route.	See 1b

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	Road off the A52 to CS1. Robust measures must be put in place to prevent contractors accessing the worksite via roads through Bicker.		
1047	Points for further and greater consideration include; Areas of Natural Beauty, Accessibility, Disruption, road network, and future maintenance	As of the above really, all the variables only. More to the point what are the providers opinions, processes when coming to a definitive decision.	The purple corridor, in specific points is too narrow, the work could only be done with considerable, disruptive work to woodland that constitutes AONB. A representative has visited this area adjacent to Welton le Marsh wood and acknowledged the problem.
1048	Access to orange route, northern end, via A roads appears limited	LN13 9JL Where orange route crosses B1449 is very congested with residential properties. Our house is in the middle of the orange corridor; being 200 year old house we are concerned of the effect large, heavy vehicles may have on the building. LN13 Willoughby Primary School building on a right angled bend in the road, concerned about safety of building and children with increased traffic.	<i>No response to this question</i>
1049	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1050	Keep operations that effect Bicker village to a minimum, especially heavy haulage traffic.	Avoid Bicker Fen and use the North Kesteven route	See 1b
1051	PE23 5BU on the edge of the area of outstanding natural beauty with purple route. Need to return it quickly back to normal <u>orange route</u> - high water table - damage to land caused by heavy traffic	Disruption to traffic flow. Increase in lorry/heavy plant traffic. Associated noise from the above. Damage to narrow village roads and verges due to above.	As above in 1a
1052	The cable route should, as far as possible, be on the <u>West</u> side of the south forty foot Drain. Bicker parish has more than its fair share of energy infrastructure and it is unfair to add more when elsewhere has little or none. Routeing the cable on the west would also reduce likelihood of associated traffic using the roads through and adjacent to Bicker. We accept that the cable will be in Bicker Parish for part of its route where it goes from the converter station to the NG substation, but feel that for that reason and due to the other infrastructure in the parish the bulk of the route should be on the west side of the South Forty Foot.	<i>No response to this question</i>	<i>No response to this question</i>
1053	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1054	<i>No response to this question</i>	I prefer this route as it doesn't go through many built up areas	<i>No response to this question</i>
1055	Yes many of the farmers on your proposed Orange route have already been disturbed and will be having their lives turned upside down by the Triton knoll installation and it is unfair of you to create turmoil again. Go for the purple route and share out all the hassle and upset.	<i>No response to this question</i>	No. this appears to be a better route which has no or little disturbance from the Triton Knoll route and so businesses/farms will not be affected twice.
1059	The whole project - see attached notes	Yes – see attached notes	Not familiar with that route
1060	The purple route cuts through an area of outstanding natural beauty (AONB) which has recently suffered the two plus year project of putting a water pipe through	<i>No response to this question</i>	It would be essential to ensure the line/route does not go through or near any SSSI's sites of specific scientific interest. Purple route has AONB. Land drainage issue and disturbance of land structure/wildlife/tress and hedgerows
1061	Living in East Keal we would obviously prefer the orange route as this proposed route is more on the level it avoids touching the edge of the Wolds. You also have Morden Hill to	<i>No response to this question</i>	Living in East Keal the edge of this route, if used, would go through the 2 parts of the village, the main rd and the top of Fen Lane. This would

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	contend with.		restrict any future house building in some areas.
1062	One particular small road in L.Steeping (PE23 5?) (Ings Lane) is very narrow, condition is poor and even the speed limit signs have to be staggered because of narrowness. Where do you propose vehicles will turn round on no through roads like this?	This area is prone to flooding (River Steeping) it last did so in 2007 causing serious flooding to several houses and businesses ((PE23) in Great Steeping and Little Steeping. The road links are poor and condition of the local roads already horrendous with potholes uneven surfaces and slippage into dykes that run alongside.	It appears to disturb <u>less</u> villages and populated areas.
1063	No, but the purple corridor looks more feasible because there are 117 crossings less	Disturbance due to the amount of crossings	Yes the amount of crossings less must be a bonus
1065	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1066	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1068	Agricultural Land Classification: The proposed cable routes cross areas of good quality arable land, as identified within the "Agricultural Land Classification of England and Wales" (http://magic.defra.gov.uk/StaticMaps/Agricultural%20Land%20Classification%20-%20Provisional%20(England).pdf). As referenced in the consultation report, 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. Both of the potential cable routes within the report identified include land classified as best and most versatile. In accordance with Government Planning Practice Guidance (http://planningguidance.communities.gov.uk/blog/guidance/natural-environment/brownfield-land-soils-and-agricultural-land/) "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." On this basis it would be preferable that the chosen corridor route minimised the area of best and most versatile agricultural land.	The north western branch of the orange corridor crosses land adjacent to the active quarry known as Welton-le-Marsh Quarry. Land within the orange route corridor is identified within the Lincolnshire County Council "The Lincolnshire Minerals and Waste Local Plan-Core strategy and Development Management Policies (Adopted June 2016)" as a "Site Specific Minerals Safeguarding Area". Welton-le-Marsh Quarry is identified as an existing mineral site number 83 within the plan. "Policy M12: Safeguarding of existing mineral sites and associated mineral infrastructure" states "mineral sites (excluding dormant sites) and associated infrastructure that supports the supply of minerals in the County will be safeguarded against development that would unnecessarily sterilise the sites and infrastructure or prejudice or jeopardise their use by creating incompatible land uses nearby". On this basis we contend that the cable route should avoid the mineral safeguarding area. With reference to our comments given above in respect of Agricultural Land Classification, we note that the north western branch of the orange route crosses substantial areas of Grade 2 land where the south eastern branch crosses predominately Grade 3 land. On this basis we contend that the north western branch should be avoided in favour of an alternative route. The north western branch of the orange corridor overlaps with a substantial area of the Lincolnshire Wolds AONB. The National Planning Policy Framework recognises that the landscape quality and scenic beauty of AONBs should be protected by way of this designation. We note that the south eastern branch of the orange corridor does not intersect the Lincolnshire Wolds AONB. On this basis we contend that the north western branch should be avoided in favour of an alternative route.	No comment
1071	The orange cable route travels through an area of denser population leading towards the coastal seaside resorts of the Skegness region. This would make it more difficult to find a straightforward path for installing the cable, if as intended, it would not be allowed to run through resident's private land. As discussed at the consultation evening, there is	There is a large amount of National Trust land in this area which is constantly cultivated to grow cereal and rape seed oil crops. Installation of the cable could seriously disrupt such agriculture. The new Burgh le Marsh by-pass would be an obstacle to be negotiated	Although this route will travel across farm land, it will cause less disruption than in the more densely populated areas in the orange corridor. Once the work is completed, there will be no visible signs of disruption and the land will return to normal more quickly.

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	a natural "pinch point" to the south of the orange route which will make it more difficult to avoid properties and private land. The purple cable route appears to be a much more straightforward route with less properties to be avoided. It would travel across farm land, but once installed, it would not be visible.	and could cause traffic disruption during installation. There are many ditches, drains and waterways with underground drainage systems to be negotiated which could be damaged. It would also make installation of the cable more difficult. There is much wildlife living in this area, such as owls, bats pheasants, monkjack deer, badgers and foxes. It would not be acceptable to have these areas disrupted. We have water voles living on our land and these are a species currently under threat. Much of this area is reclaimed land which could make it less stable for construction work.	
1074	<u>Southern Tip of cable route corridor</u> . This route will mostly effect Bicker Fen environment. Take into effect and consider fact that Bicker already has infrastructure for turbines and substation. As a consequence <u>WESTERN</u> route alongside Forty Foot drain preference to reduce cumulative effect of development in this flat fenland farming environment. We recognise some of the route will need to be on the east to connect to the convertor station. The shorter the better on the eastern side! Access to Eastern side has poor access - fenland roads not built for heavy goods movements. Residents along these roads suffered unbelievable disruption when the wind farm and substation were constructed. This should <u>not</u> be allowed to happen again. Roads would become a "no go area" for residents who regularly walk, cycle, horseride on these quiet, narrow, fenland routes.	See Above 1A	See Above 1A
1075	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1076	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1077	<i>No response to this question</i>	Our cottage is on the corner of Fenside Road and the single track New Lane, PE23 5 DA. There are <u>No</u> conventional foundations. Previously delays on the A16 have caused fenside road to become a Rat Run.	<i>No response to this question</i>
1078	Purple Route figure 9 map and Orange Route figure 10 map. Route should be the branch to the west of the south forty foot drain crossing under this watercourse to the west of CSI sme. This is the most direct route and doesn't cross triton knoll route.	Orange Route Figure 10 map. Route should be the branch to the west of the South forty foot drain. Effects less farmland, more direct and doesn't cross Triton Knoll cable route. Lessens cumulative effect of this type of infrastructure on Bicker Fen	Figure 9 Map. Route to west of south forty foot drain preferred for the reasons given in question 1b answered above.
1080	Land drainage schemes - see below under purple corridor comments	No comment	I own the 3 fields on Map 4 of your purple route. these are positioned in a line on the western side of the parish of Harrington between Daubneys Holt and the Fox Covert (field sizes 6ha, 15 ha and 3.6ha) The 6ha and 15ha fields have extensive land drainage schemes positioned at between 80cm and 2m depth , In the event that this cable were to be routed across this land it like that considerable damage would be done to these drainage schemes, that would require corrective work.
1084	Is it not easier to stay in the lowlands of the orange route than to take to the hills as in the northern part of the purple route (north and west of Spilsby)?	The more Easterly option in the northern part of this route looks less disruptive	Keal Hill and the A16 south of East Keal look problematic. The more westerly route further north looks less disruptive

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1085	West Fen/PE22 8BH. There is concern about the EMF produced by such a high powered electricity cable. Research suggests that underground power cables drastically amplify EMF's albeit over a shorter range than overhead cables. This is potentially detrimental to health of local residents. Both routes you have selected appear to pass through open fields from Carrington to Medlan and through West Fen (travelling northwards). The proximity of the underground cables to local residential dwellings should be kept to an absolute minimum. (see below).	Both orange and purple corridors pass under West Fen Road between New Bolingbroke and "Bowsers Farm"/Medlan Bridge". There are a number of dwellings down "folly's lane", which is to the east of the proposed corridors. We would propose that the final route should pass through open fields to the west of "Bowsers farm"/"Medlan Bridge" ensuring a proximity to the farthest possible dwellings in the West Fen area. (see below).	We have noted at your public consultations that some of the road names shown on your O.S maps differ from the local names. For example, on the HM land registry interactive map (that can be accessed online), "Follys lane" appears to be described as "Hill's Folley". *There is also an area of ancient grassland to the east of "Folly's Lane" that must be preserved, although neither route appears to pass through that land.
1086	Our house was built 130 years ago on clay soil with a high water table next to a Victorian railway Bridge (Which is owned by the British Railways Board and should be consulted on your proposals) Our concerns are that if a trench or trenches are dug nearby this could impact on subterranean water levels and cause problems structurally to both our house and the bridge. To date there have been no structural issues with either edifice. We are anxious that this state of affairs should continue and are extremely anxious about the impact of such works so near our property.	<i>No response to this question</i>	<i>No response to this question</i>
1087	In all three cable route corridors, please consider the disruption to wild life, the roads, and fields. Also will everything be put back neat and tidy? One last thing, this work needs to be done, to keep the supply to both countries with sufficient power.	As above	As above
1088	I live at East Keal, in the centre of the proposed routes - via East Keal - I think it is the purple area. I am concerned with any problems which could occur either when its pipeline goes in or later when it is in use. I do not like the idea of tunnelling through Maidenhill. If the alternative route does not include tunnelling, it would surely be the better one.	<i>No response to this question</i>	<i>No response to this question</i>
1089	The purple route has only recently been subjected to massive disruption by Anglian Water during the installation of a new pipeline, from Covenham to Boston. The landscape, hedging and agricultural activity in the area is only now recovering after over 2 years of work, and would be hard hit by the addition of yet another utility proposal. The purple route involves more disruption of main roads and crossing of other utilities. The orange route does not have the steep slopes of the purple route.	The topography of the land is flatter and the work would be less invasive to communities along the route. This route would produce less disruption to main roads; minor roads are easier to negotiate.	A substantial part of the purple corridor enters the AONB, which would involve a good deal of reinstatement of features such as hedgerows. There are a number of non-designated heritage spots such as field markings in the western side of the corridor. One such spot is sited at PE23 4JT, and another in Aswardby PE23 4JS. If disturbed, these could never be replaced. On the western side, the soil is very shallow with underlying sandstone. The recent installation of the Anglian Water pipeline entered the purple corridor at Ripley House, Harrington and continued across farmland to The Ings on the A158 west of Sausthorpe. It then continued southwards, crossing a good part of purple corridor land on its way to Boston. We feel there has been enough disturbance, particularly in view of the difficulties experienced by local landowners when dealing with Anglian Water; we are most reluctant to repeat the experience, especially as the compensation offered was derogatory in view of the permanent problems which remain.
1090	see below (1c)	Insufficient knowledge	It appears (from fig.4 - map of purple route corridor 'bulge') that if you were to select the Western option Harrington would almost certainly

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			find itself in the firing line yet again. For 3 years (2011 to 2013) all the farmers in Harrington experienced considerable aggravation and disruption when Anglian Water brought the Covenham to Boston pipeline through the village. It is felt by all of us, farmers and householders alike, that it would be very unfair if we were now to be in for a "second dose" of disruption. We've had enough hassle, we would object strongly and do encourage you to select one of the other options - which, to me, seem shorter and more trouble free.
1092	Assuming that the landfall site is the preferred one and a haul road from the A52 is adopted then I have no detailed comments to make as I have little detailed knowledge of the routes themselves. My main concern would be that access to the route adopted would be made from main roads and that access is co-ordinated so that other road users can continue to use these roads. Diversionary routes in rural Lincolnshire tend to be very long both in terms of distance and time so such occurrences would ideally be far and few between.	No	No
1097	I do not understand why we have to be subjected to two cables - the other being the triton knoll. This seems a little unfair to the residents of our county.	No	Why is this cable being taken across the wolds? This is an area of importance for wildlife and beauty. In particular I do not understand why you would bring the cable across the area of Mardon Hill near East/West Keal. Some of this area has been largely undisturbed for years, with a history of old settlements (including an ancient fort to the west) and old pits. This type of history cannot simply be 'put back together'. There is also much wildlife up there including foxes homes within your corridor. You may say that you will replace hedgerow etc but ancient hedgerow cannot simply be 'replaced'. The disturbance and mess of this is also not wanted. When the water pipe came through the area of Bunkers Plantation/Old Bolingbroke the mess meant that some roads were unusable for 18 months with the roads churned up and only botched back together to look good but with no lasting quality. Hedgerow has still not grown back. There is simply not the space at Mardon hill for the 'working width' you described as requiring. In addition the village of Raithby would suffer much disruption. Finally I do not understand why the route is coming so close to the South of the village of West Keal. You say you are not going to take the cable through private homes/gardens yet there appear to be a lot of people's houses from East and West Keal within this corridor.
1098	Permanent/ancient grasslands are a decreasing environmental resource. Important historical evidence both on the surface such as ridge and furrow and that buried deep is protected by undisturbed grassland. Many grasslands also contain the last remaining areas of botanical species richness such as Lowland Meadow a BAP Habitat. Grasslands that are subject to high water tables are great value for wintering and breeding waders and waterfowl. Grazing Marsh wet grassland is a BAP habitat and very	Attached are a number of marked and annotated plans that show the most important habitats linked to grasslands. Some of those sites are afforded additional environmental recognition or are being managed under agri-environment measures. The detail on the maps should be adequate to identify the areas but please let me know if further information is required. Please note that only the most important areas	The same comments apply to this route as for the orange route above. Two photographs are attached relating to Purple Map 4 and land on the western edge of the proposed corridor at Raithby cross roads. Cable lying on these avoidable fringe areas would heavily impacted upon the habitats and be very difficult to avoid long-term damage.

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	vulnerable to long-term impact from the cable laying. The greatest long-term impact comes from the risk that ground disturbance will lead to changes in water retention. Avoiding all permanent, historic and environmentally managed grasslands would be the ideal route. Special effort should be made to avoid historical, species rich and wet grasslands that may not be fully restorable.	have been marked and with the aim of retaining a viable route for the cables. Note all features are marked as this consultation response focuses mainly on grasslands.	
1100	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1101	Purple route - much closer to A16 - few roads to cross. Fewer houses within the purple route from Sandilands to East/West Keal. Orange route - criss crosses many small roads and drains. A lot of houses within this corridor. Many isolated farms and properties would be close to the underground cables. This route crosses many 'fens' - there is a reason for this name being given to any area.	Road access through the village of Willoughby - tight right angle turns, especially by public house and school. Narrow lanes of this road towards Bonthorpe. Poor road surfaces generally in this area, particularly at edges. A lot of large farm machinery moving during certain times of the year. A lot of cars parked on the road at Willoughby especially at school arrival + departure times. Natural burial ground (Birdsong) in orange corridor on Mill lane between Willoughby and Sloothby either 485712 or 712485.	Returning land to its original form as this is part of an area of natural beauty.
1102	Yes, the <u>AONB</u> (Lincolnshire wolds) - <u>Area of Outstanding Natural Beauty</u> . While I appreciate this work will not be visible upon completion, the AONB is a protected area, and if another route can be taken, it should be taken.	Yes, the line of the <u>Roman road</u> , which both 'arms' of the orange route would cross. The road follows the A1028 until TF448697, and then can be seen at Bugh-le-Marsh on your proposed eastern 'arm'.	Yes - Both 'arms' of the possible route around the settlements of Langton and Sausthorpe involve crossing the notable escarpment, at Langton sheep walks and Callow Carr area between Dalby and Langton. These are important historical and heritage areas, specially designated so by the Historic Monuments commission and Natural England. In addition, the area has a scheduled barrow (Spellow Hill). Logistically, the steep sheepwalks present a considerable obstacle.
1103	Picking the route with the least complications i.e. roads. Streams woodland villages.	This is the route with the most complications with a bottle neck between woodland and Welton-le-Marsh	This is the best route
1104	<i>No response to this question</i>	I would be involved whether it be the orange or purple corridor, being on the western side of the Forty Foot Drain little hale fen with approx 3,000 thousand metres of land to go through. Obviously. My instinct is that I do not want it, but if the western route was taken then I would want as near to the Forty Foot Drain as possible. The two main reasons being, it would have the lease impact on our farming operations, and the second is that drains that flow east west all flow west of the so the forty foot end is the end of the drain, and drains that flow north south run parallel with the south forty foot so when it comes to fixing the drains, it will be a faster job.	<i>No response to this question</i>
1105	As a sailor I was concerned about the river crossing, but putting the cables well <u>below</u> the river bed should avoid the problems.	<i>No response to this question</i>	<i>No response to this question</i>
1108	The purple route disregards the AONB and AGLV This area should be regarded as Precious and not used for the route of the development. The route would leave a permanent scar across the AONB.	<i>No response to this question</i>	I have returned figures 4 and 5. I have marked in red active airfields and in green two areas of conservation woodland.
1109	I fully support the objections to land the cable route at your preferred location.	There is a major failure and weakness in the disclosure and	There are no grounds at all to route the purple cabling to the east of

Table 8.12 Responses to question 1 from local communities			
Response reference number	1a. Is there anything you think we should take into consideration when deciding which cable route corridor to take forward?	1b. Within the orange corridor, is there anything specific you think we should consider if we took this route corridor forward?	1c. Within the purple corridor, is there anything specific you think we should consider if we took this route corridor forward?
		consideration of the published proposed orange route. I have firm evidence that your organisation has been closely liaising with RWE Triton Knoll Off Shore Ltd and therefore it is inconceivable you do not have detailed information of their consented cable route, indeed there has been continuous liaison with both of your organisations for a considerable period. Why have you not identified the Triton Knoll cable route on any relevant maps for both the orange and purple when within relative proximity to the Viking Link route? This significant failure undermines the credibility and legitimacy of this consultation, as you have not provided open and fair disclosure to any of the local affected parties. It is not acceptable to respond to this failure in a manner that implies that any affected part should or could have been aware of both routes. It is incumbent on your organisation to provide all material information for consideration, especially considering you have failed to readily identify cumulative impacts arising from both cable route pathways.	the Forty Foot Drain passing under both the Triton knoll cable and the Forty Foot drain to the North of the Bicker Fen wind farm. The most obvious is as marked, running along the west bank of the Forty Foot Drain then passing underneath south of Eau End Farm on the CS1. There is no justification for even marking the eastern section of this route on map (Figure 90 Swineshead Bridge to North Ing Drove as you are already aware of the serious constraints arising from any suggestion that it would be remotely possible that this section of the route has any merit as the cabling would in effect have to double back on its self to connect to the Bicker Fen substation. The local residents consider this is just a cynical attempt to appear to consult when in fact you are proposing a section of cabling that would raise such difficulty you will not be able to proceed with this option.
1110	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
1112	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>

Table 8.13 details all of the Phase 2 Consultation feedback received from local communities in response to questions 2 and 3 on the feedback form.

Table 8.13 Responses to questions 2 and 3 from local communities		
Response reference number	2. What are your thoughts on the design styles for the converter station?	3. Is there any other information that we should be considering, or would help inform the development of the project?
1001	<i>No response to this question</i>	<i>No response to this question</i>
1002	The contextual barn look is better than the coloured look so it fits in although local residents would rather not have it at all - I am sure	I was disheartened no-one was available at your meeting from the marine team as had lots to ask about. Yes consideration required for marine mammals and disturbance of the seabed. Not convinced the landfall site is possibly to be sited here - I am very much hoping you will change your decision. Not enough answers re your haul route as too much variant. The A52 is a very busy route now and does not need any extra traffic. No confirmation on whether the drilling would affect us with vibrations. Too much today was "we are doing investigations" etc no real proof of that at all. All in all the development should be away from our coastline. It will cause noise, upset, disturbance in what should be quiet coastal areas. This comes on top of us being lumbered presumably Triton Knoll too - far too much overall on our coastline all told. This cable needs to go elsewhere!! The quote in your book says this was carefully considered - I beg to differ. Looking also at your purple zone Sutton branch line and conservation area and the boundary of the priory (Markby) must be accounted for. It's our heritage - of which sea wrecks are known of at Sandilands. Lf1a borders 2 important nature reserves.
1005	<i>No response to this question</i>	Points to consider when deciding at which depth the submarine cable should be installed when being brought ashore.

Table 8.13 Responses to questions 2 and 3 from local communities

Response reference number	2. What are your thoughts on the design styles for the converter station?	3. Is there any other information that we should be considering, or would help inform the development of the project?
		<p>1) The beach level at Sandilands circa 1991/2 when sea defence/beach renourishment commenced was some 4 to 5 metres lower than the average present day beach level.</p> <p>2) The landfall site (LF1a) lies within an area designated, earlier in 2016, as being suitable for (oil/gas) fracking surveys/exploration.</p> <p>3) The concrete sea defences (sea wall/promenade) at the preferred site along the Sandilands; Hutoft Car Terrace; Anderby Creek coast line are constructed behind steel interlocking piling which extends downwards to a depth of 8.2 metres. In front of this piling are lines of granite rock now mostly hidden.</p> <p>4) More accurate details may possibly be obtained from the Environment agency.</p>
1007	I think of Green for trees and blue for sky. I think the immediate local people should decide on your design colours.	<i>No response to this question</i>
1008	Least impact for any residents	Seasonal nature of Coastal Agriculture and Tourism, both of which underpin a fragile economy. Any losses should be compensated accordingly to account longer term impact and undue suffering by those who make a name for the land and visitors.
1009	We think the wooden structure will stand out too much. The green panelling will blend in with the surrounding. Particularly with lots of green planting in front of the building should be as unobtrusive as possible. Functional style green.	We also hope there will be some compensation to the local community and grant scheme for the sustainable projects.
1010	If the design styles are appropriate and compliment the environment I see no problem with the design your experts choose.	<i>No response to this question</i>
1011	Good designs and whichever suits the land i.e. (surrounding area) should be used. A lot of thought and care has gone into this plan and so long as it is in keeping with other buildings in the area I can see no problem.	Poor infrastructure i.e. transport - poor quality of roads, unsuitable for transporting heavy loads could be a problem.
1013	It is my opinion that only a traditional style should be used for the building - thus becoming part of its agricultural surroundings. I am sure that anybody from 30 miles away would wish for it to blend into surroundings using colours, but all those who see it on a daily basis would only see what would like a distribution centre. Northorpe is an agricultural area with all surrounding buildings looking like such, using wood and textures to enhance the fields, wildlife etc. Ultimately, this is a big building, it will only be 'hidden' from those whom it shall have no impact on, so why try to hide it?? It is what it is, I am all for it, but make something of it, a beautiful wooden feature that will still look as good and as fitting for the area, for many generations to come.	<i>No response to this question</i>
1014	I prefer the functional style - either green or blue - both seem to fit into landscape.	<i>No response to this question</i>
1017	<i>No response to this question</i>	<i>No response to this question</i>
1018	Contextual - one vote because it looks like a barn. Green one vote because the colour will blend into the countryside. No vote for Blue. Whatever the design it is going to be a big building in a rural area. Hopefully landscaping will be involved.	Please be aware of footpaths. They are many and valuable in this area.
1019	Looking at the artists impressions of the converter station I would say that the Contextual style is preferable to the Functional styles. The Contextual style would fit better in the landscape as it is similar in style to farm buildings e.g. grain stores.	<i>No response to this question</i>
1020	The converter station could very easily be an enormous blot on the landscape, it is important that it is no taller than is absolutely necessary and that any equipment which can be housed outdoors is housed outdoors. Given that caveat, the "Functional" styles shown, with panels colour graded to white, are preferable to the "contextual" style, which if 24m tall, would be an enormous slab of a building. Either colour would be acceptable but the preference is	<i>No response to this question</i>

Table 8.13 Responses to questions 2 and 3 from local communities

Response reference number	2. What are your thoughts on the design styles for the converter station?	3. Is there any other information that we should be considering, or would help inform the development of the project?
	for the blue "Functional" style.	
1021	Functional style <u>green</u>	<i>No response to this question</i>
1022	Functional style <u>green</u> with good landscaping	<i>No response to this question</i>
1023	Think <u>barn style</u> would settle better into the environment	<i>No response to this question</i>
1024	Ugly. <u>Too tall</u> Stick up out of land like a Sore Thumb.	That you do not degrade 'environment' for wildlife etc.
1026	Would prefer the wooden structure as it would look more like a farm building otherwise the 'blue' to blend in with sky. Cost? Natural materials? Local supplies?	<i>No response to this question</i>
1027	Too little information to decide. Purely from the tiny pictures, perhaps "green" is best with the buildings being as low as possible	Bicker Fen already has far too much electrical infrastructure, with much more to come from National Grid, Western Power Distribution, Ecotricity and RWE Triton Knoll. Your scheme is a good opportunity to stop most of the wiring going across Bicker Fen, by sending your wiring from Langrick Bridge to the West side of the South Forty Foot Drain. This could then be joined to your new building in South Holland with a relatively short length from the new building to the NG Substation. All traffic must use the new road near Northorpe to access your sites.
1028	Please ensure you place 'enough' <u>noise insulation</u> against humming/burning, for us local folk within close vicinity of converter station.	<i>No response to this question</i>
1029	I think the Contextual side would blend in the best	<i>No response to this question</i>
1030	Blue/grey preferable to green - they blend in surprisingly well. Whereas green tends to look very artificial. Why not Contextual design in blue/grey - ?! Please arrange to have a 'drop-in' facility available to residents and land-owners - even restricted manning is far preferable to a list of telephone/email numbers	<i>No response to this question</i>
1031	To be either hidden - no bright colours or maybe to be not hidden - made to look like a large agricultural barn.	<i>No response to this question</i>
1034	To be hidden as much as possible. To not look like a blot on the landscape. Reference: Morrison's depot on the M5; Sticks out like a sore thumb - certainly does not blend/hide!! Reference: Although still awful; the new building at Bicker Bar roundabout does blend (colours not as noticeable against sky). This development needs to be mindful of the local vicinity + residents. Also; the local flora, fauna etc should be respected and disturbed as little as possible. Another thought! - May be as near to possible make the building look like a large agricultural barn - not as hidden but a large version of what you would expect to see.	<i>No response to this question</i>
1036	The functional style blue would best suit the Helpringham-Donington location	No
1037	<i>No response to this question</i>	<i>No response to this question</i>
1038	It is difficult to choose without seeing a full mock-up of the proposed interconnector, as the photographs provided are very small. Whilst the differences appear marginal, the designs are subject to change. Thus I am unable to make a fully informed decision at this stage. No doubt more information will be provided when planning permission is sought. At this stage I would lean towards "Functional Green Style" as being the least worse option. Option 2 is suggested although differences are small. The buildings should be as low as possible. Reduction in the very substantial visual impact is vital by full screening. This would need to include tall trees such as poplars to break up the outline of the interconnector building	Bicker Fen already has a large amount of underground (and overground) cabling. This includes the existing wind turbines with underground wiring exporting their power via the side of Cowbridge Road, Ing Drove, Rookery Road to Boston. There is a lot more underground and overground wiring to come from National Grid, Western Power Distribution, Ecotricity and Triton Knoll (now approved) to avoid potential clashes and overlap the route west of the Forty Foot Drain is the obvious choice and best for Bicker and Viking Link. Boston B.C. and the parish council, backed by Lincolnshire C.C. has already written to the planning inspectorate saying that the roads through and around Bicker are unsuitable for Construction traffic. Such traffic would be totally unacceptable to residents and whatever actions were needed would be taken. The levels of existing and proposed infrastructure on Bicker Fen are against Government policy on the grounds of Cumulative Effect. This will no doubt be considered by Boston BC if planning permission is sought by you to use Bicker Fen other than from CS1 to the NG substation. Please be

Table 8.13 Responses to questions 2 and 3 from local communities

Response reference number	2. What are your thoughts on the design styles for the converter station?	3. Is there any other information that we should be considering, or would help inform the development of the project?
		reasonable.
1039	Functional Style, it's still going to be a huge blot on the Landscape and be seen for miles. Green might give less visual impact.	The cable route should be west of the South Forty Foot Drain to avoid clashes with existing underground cabling (wind farm to Boston) also cabling for future developments (Triton Knoll etc)
1040	The building should be as low as possible. The design options do not give any indication of differences in height so it is difficult to select one. The 'Contextual' style would appear to be more in keeping with an agricultural setting but the Functional style green might 'blend in' more. Would need more detail to choose between the two. Whichever one is chose, as much screening as possible by trees will be needed.	Bicker Fen already has a large amount of both underground and overground wiring. With more to come. So the route to the west of the South of the Forty Foot Drain is the one you should use.
1041	Buildings to be as low as possible. Whilst the differences appear marginal, it is difficult to choose without a full mock-up of each proposed style. Also, the designs are subject to change. Thus we are unable to make a fully informed decision at this stage. In the absence of more detailed information we lean towards the "Functional Green" style as being the least worse option. We would suggest option 2 although the differences appear marginal. Perhaps option 2 is narrower. Reduction in the visible impact is vital by screening. The use of Poplar trees to break up the outline to a sufficient height is suggested.	Bicker Fen already has a substantial amount of underground (and overground) wiring. This includes the existing 13 wind turbines which export their power to Boston via cowbridge road, Ing Drove and Rookery Road. There is a lot more wiring to come from National Grid, Western Power distribution, Ecotricity and RWE Triton Knoll. To avoid potential clashes and overlap, the route to the west of the South Forty Foot Drain is the obvious choice and the best for you and Bicker.
1043	Buildings to be as low as possible. Whilst the differences appear marginal, it is difficult to choose without a full mock-up of each proposed style. Also, the designs are subject to change. Thus we are unable to make a fully informed decision at this stage. In the absence of more detailed information we lean towards the "functional green" style as being the least worse option. We would suggest option 2 although the differences appear marginal. Perhaps option 2 is narrower. Reduction in the visible impact is vital by screening. The use of Poplar trees to break up the outline to a sufficient height is suggested.	Bicker Fen already has a substantial amount of underground (and overground) wiring. This includes the existing 13 wind turbines which export their power to Boston via cowbridge road, Ing Drove and Rookery Road. There is a lot more wiring to come from National Grid, Western Power Distribution Ecotricity and RWE Triton Knoll. To avoid potential clashes and overlap, the route to the West of the South Forty foot drain is the obvious choice and the best for you and Bicker.
1047	Positive. A clear effort has been made to minimise the "eyesore" impact, however I do understand any opposition.	The presentation was excellent, however certain points could not be answered. Why can't the cabling go down the coast and out in adjacent to the coastline to Bicker? And go direct to the converter station, causing less disruption on land? I didn't get an answer to this, there seemed to be a lot of conjecture with no definitive answer?
1048	<i>No response to this question</i>	<i>No response to this question</i>
1049	<i>No response to this question</i>	<i>No response to this question</i>
1050	Keep the building as low as possible with thoughtful screening. Out of the 3 examples. Functional blue seems the best.	Bicker Fen is overloaded with underground and overground cables with much more to come from the National Grid and Triton Knoll, the route west of the South Forty Foot Drain is the obvious choice which is best for you and Bicker.
1051	No real views	Is it really necessary? Can't we make our own power?
1052	Without a proper photographic mock-up of each option it is difficult to make a fully informed decision. On the basis of the offered photograph and diagram, I favour Functional Style Green and layout option 2	<i>No response to this question</i>
1053	Ergonomically aesthetically acceptable. Infinitely more pleasing than Huge Insulating Pots On Pylons	<i>No response to this question</i>
1054	I prefer the contextual design as I feel it would blend in with the countryside better.	I'm just wondering what benefits the people of this area would get?? It seems there would be a lot of disruption and it would be nice If you could give something back
1055	It needs to fit in with the local area and meet <u>all</u> planning requirements/restrictions which locals also have to adhere to.	You seriously need to consider the farmers who have had/will have disruptions due to the Triton Knoll installation and will then be disturbed again by your installation. You need to go with the purple route in order to limit the number of farms who will end up being disturbed twice. This would be the problem if you went with the orange route
1059	Not much	(Attached notes) Following three exhibitions we attended, which we were not impressed with, we make the following comments: -

Table 8.13 Responses to questions 2 and 3 from local communities

Response reference number	2. What are your thoughts on the design styles for the converter station?	3. Is there any other information that we should be considering, or would help inform the development of the project?
		<p>1) Regardless of what surveys you intend to carry out, having taken advice, there are far more important factors to be considered, namely:-</p> <p>2) You should never consider crossing our grazing land (some 40 acres) which has been established for many years and as important as that described as 'the coastal grazing marshes'</p> <p>3) The wellbeing of the cows and calves and any in-calf cows must be seriously considered and the route diverted away as this project could have a profound impact on their health and use of the land.</p> <p>4) Any disruption of our grazing land would make it impossible to carry out normal good husbandry of rotation of movement of animals.</p> <p>5) In addition all the farm's grassland is in a ring fence within the search area at Orby upon which a large part of the Farm's livelihood depends.</p> <p>6) Furthermore, the wellbeing of humans must be taken into account and any suggested routes diverted well away from residential properties.</p> <p>7) this is an unnecessary and cruel impact on our land, particularly grazing, as well as the surrounding area as we will suffer immense pressure and anxiety from the triton knoll cable route and the intermediate substation without further stress of Viking link.</p> <p>8) With respect it is well past time your type of firm went away and did more homework to seek alternative schemes for electricity instead of disrupting Lincolnshire yet again for some 30 miles which is uncalled for.</p>
1060	Due to the flat topography of the fens it will be an enormous structure that can be seen for miles, regardless of what it looks like.	Keep local national farmers union offices informed please. Eg. Spilsby/Ashford/Horncastle/Boston NFU offices.
1061	Preferred converter station would be 'Contextual'. This looks more like existing barn buildings. As it will be nearer Bicker perhaps the locals there should choose	<i>No response to this question</i>
1062	The Agricultural style looks less like a carbuncle on the landscape. Its much more in keeping with the area.	<i>No response to this question</i>
1063	The Functional style in green more suitable. Contextual style would be ok. If you painted it as a mock Tudor building	In my opinion all crossings should be dug out in dry seasons, wet muds on roads, are as dangerous as ice!
1065	<i>No response to this question</i>	<i>No response to this question</i>
1066	<i>No response to this question</i>	<i>No response to this question</i>
1068	No comment	Soils In accordance with Natural England Technical Information Note TIN049, 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". As the proposals for the scheme are refined we would wish to see more detailed consideration of the impact on the localised soils which will be disturbed and how this may be mitigated (see also below). 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" with particular reference to any temporary working areas which are to be restored to agricultural use.
1071	The contextual style of building would sit more easily in the landscape of the area. Eventually, it should blend in and not look like a modern addition to the countryside, while at the same time, it works quietly and efficiently. Alternatively, sometimes a modern building such as the functional style can make a discreet statement that something very new and important is happening to improve our energy situation.	There is a concern that there will be noise and disruption to many people whose homes and livelihoods will be affected adversely whilst work takes place. People would like information about progress at each stage. It is important that the cables go underground and stay invisible. There is a fear that if the project becomes too expensive, a decision could be made to conduct the power using pylons. This would not be acceptable. The integrity of the project must be maintained and the countryside protected from visual pollution.

Table 8.13 Responses to questions 2 and 3 from local communities

Response reference number	2. What are your thoughts on the design styles for the converter station?	3. Is there any other information that we should be considering, or would help inform the development of the project?
1074	<p>Converter station layout option 2 preferred since the footprint is marginally narrower with a solid block - marginally less visual impact! <u>Functional Style Green</u> our preferred option. Whilst we do like the idea and design of a "farm style" building the height would be too intrusive in our fenland vista. Functional style green has vote providing the screening of planting is undertaken sympathetically, with native varieties of trees and hedgerows, trees that in full maturity will break the solid outline of the building. The taller the variety of trees interspersed the better. It goes without saying that owl and bat boxes be included as part of the programme to encourage back wildlife once building/construction has finished. Being in a rural area Bicker has very little light pollution and residents can enjoy wonderful night sites. Lighting at the converter station needs to be thought out with this in mind. Low level lighting is a <u>must!</u> Lighting with movement sensors would reduce lighting impact as well. What we do <u>not</u> need is bright; all night; illuminations round the converter station once it has been built.</p>	<p>In the light of recent criminal activities in the locality of Bicker and Donington where the old construction road was used as a route - whatever roads/routes are constructed for the project. National Grid + Energinet <u>must</u> make accessibility secure for use by relevant workforce and not open for public use, or for use by criminal gangs intent on theft or hare coursing. Looking at the location of construction near the 40 foot it would be good for the local communities to feel that National Grid and Energinet would want to provide some gesture of positive, long lasting commitment to our community, a legacy of positivity for the residents to enjoy. A pedestrian bridge over the 40 foot, linking up Bicker Fen and Heckington Fen, (roads are already there) could be such a legacy in conjunction with perhaps sustrans and local councils. Residents would feel that something good was being put back into the community for their benefit, rather than currently feeling that is all take on the part of National Grid and energy companies, planning future developments in out locality.</p>
1075	<p><i>No response to this question</i></p>	<p><i>No response to this question</i></p>
1076	<p>Strong Preference for "Functional Style Blue". Barn Style - Looks a Major and intrusive presence and is too big to merge with local barns. Functional Green - would be ok for hilly country, but the area is <u>flat</u> and it would stick against the sky. Functional Blue - Easily the most suitable for the area. The countryside is flat and the blue will camouflage against the sky and therefore will be the least intrusive.</p>	<p>The area where you are making landfall - around Sandilands and Huttoft - has very fine coastline and beaches. Please retain it in its peaceful state.</p>
1077	<p><i>No response to this question</i></p>	<p>I am concerned about the stability of older properties, for example. My cottage was first registered in 1811, but the deeds go back to the 1700's. There are no conventional foundations and the cottage is on a single track lane on the corner of New Lane and Fenside Road. Fenside Road has a 40mph speed limit, but it is our experience in the past. When the A16 road works or any obstruction traffic used Fenside Road as a Rat Run and we find the 40mph is ignored...by some. HGVs cannot pass without causing damage to our verges, and there are no foot paths or street lighting. Making conditions dangerous for pedestrians.</p>
1078	<p>No preference</p>	<p>None</p>
1080	<p>No comment</p>	<p>None</p>
1084	<p>The contextual style looks more like the kind of building that would be expected to be seen in a farming area. Wood looks better and visually more pleasing than cladding in coloured panels.</p>	<p>My wife and I support this scheme and look forward to its implementation. I am concerned that certain county councillors have entrenched opposition to any such scheme citing spurious objections like the effect on tourism which there seems to be no logical reason for. Once installed, this scheme would appear to have no lasting effect on the landscape but will bring needed energy security benefits to the whole region.</p>
1085	<p>None. It should be for local people to decide.</p>	<p><i>No response to this question</i></p>
1086	<p>Contextual design looks far better and would blend into its surroundings better than the other proposal designs.</p>	<p>Despite your assurances to the contrary if the orange route passes near our property then there will inevitably be an adverse effect on the value of our property. Whilst we appreciate the cable will be hidden from view human nature being as it is will cause any prospective purchaser to become twitchy when their solicitor's searches reveal the evidence of a high voltage power supply running nearby, albeit DC.</p>
1087	<p>My first thought on looking at the designs of the converter station, was the functional blue and green styles were like looking at coloured container ships in a dock. The contextual style fits in nicely with the rural environment.</p>	<p><i>No response to this question</i></p>
1088	<p><i>No response to this question</i></p>	<p>I wonder if this pipeline will really provide cheaper electricity. As the power would have to be purchased from a foreign country and go through a very expensive pipeline it is hard to believe it will be cheaper. It would also surely help to remove jobs from our workers in the UK.</p>
1089	<p>Not being resident in the Bicker area, we feel unable comment on something which would not impact on us, but having seen the options at the consultation evening, we do feel that a farm building style would be better than a</p>	<p>It would be helpful to consider the impact of your project on the local flora and fauna, also it helps to have the goodwill of the local population and landowners. We all use electricity so cannot complain if companies wish to</p>

Table 8.13 Responses to questions 2 and 3 from local communities		
Response reference number	2. What are your thoughts on the design styles for the converter station?	3. Is there any other information that we should be considering, or would help inform the development of the project?
	"space-age" design. It would be less obtrusive and more fitting for the landscape where it will sit.	import cheaper energy, and it may be that we have no choice but to accept the work. We would just ask that you remember you are dealing with people who have a vested interest in trying to maintain their farming livelihood in trying circumstances. If we have concerns, complaints or just questions, please try to be pleasant, helpful, informative and honest and we will do the same!
1090	I am not qualified to give an opinion	None
1092	I prefer the farm building style but that is a personal preference and I am not likely to see it very often. With that in mind I think more emphasis should be given to the views of those in the locality and have to look at it every day. Its all very well have an architect produce a building he thinks is state of the art and innovative but if the people who see it every day think its just awful then the views of the local people should be taken more seriously.	You need to be aware and distance yourselves from Triton Knoll who are now proposing to dig up a 60 metre wide swathe of land to accommodate their cables. There is a growing concern about this and people are feeling their views have not been taken on board. To date Viking Link seem to have taken comments and views on board so please ensure that this continues to be the case and keep us informed and do what you say you will do.
1097	No	See answers above
1098	<i>No response to this question</i>	<i>No response to this question</i>
1100	<i>No response to this question</i>	<i>No response to this question</i>
1101	<i>No response to this question</i>	I would prefer the route to be as far away as possible from villages hamlets and isolated properties. The occupants have probably bought their property because of its quiet situation. The drains in the flat area east of the Wolds are really important to the area and need to be maintained. Footpaths criss-crossing the area need to remain accessible during the construction work.
1102	The <u>contextual</u> style would fit in best in the Bicker fen area. A building in ordinary 'agricultural' style would be less obvious and attract less attention than an odd, mysterious building trying to be unobtrusive.	<i>No response to this question</i>
1103	Contextual style	<i>No response to this question</i>
1104	<i>No response to this question</i>	<i>No response to this question</i>
1105	24m tall is much higher than any farm building, so perhaps the contextual style is not the way to go.	From Hubberts Bridge Consultation. Matters seemed well thought through. The only obvious complication was that of land drains (or other below ground utilities). The team were clearly engaging with the farmers to resolve matters. The river crossing was thought out and should be no problem. <u>Thank you for clear information and a helpful meeting.</u>
1108	<i>No response to this question</i>	<i>No response to this question</i>
1109	<i>No response to this question</i>	Missing Question: Do you support or object to this proposal? Failure to ask tis simple question asking the local communities Do you support or object to this proposal negates the consultation. Date of this submission 14 October 2016. I tried to submit this form on the closing date but the system would not accept this. I have emailed this to you today 17 October and request acknowledgement of my submission. Thank you.
1110	<i>No response to this question</i>	<i>No response to this question</i>
1112	<i>No response to this question</i>	<i>No response to this question</i>

Table 8.14 details all of the Phase 2 Consultation feedback received from local communities in other forms, e.g. letter or email.

Table 8.14 Other forms of correspondence from local communities (e.g. letter or email)

Response reference number	Comments
1001	<p>These are personal comments from me as both Chairman of West Keal and Keal Cotes Parish Council and Chairman of the Cracroft Village Hall Committee; they are not necessarily those of either committee.</p> <p>From the point of the village hall this is shared by all three villages; East Keal West Keal and Keal Cotes we are reliant on this mutual use of the facilities anything that could cause any separation should be avoided. I know that once buried there will be little evidence of the cabling except for the protected route. If any village appears to be cut-off from the rest then this would be a concern.</p> <p>The orange route would be the most likely to be the root for this concern splitting each village.</p> <p>From the Parish Council point I would think that the closeness of the cabling to the south of the village of West Keal could cause alarm together with finding a route to cross the A16 just north of the village.</p> <p>Could a route to the west of the village be considered; it would mean a steeper decent to the village but the plus side would mean only crossing the A155 once notice on the A16.</p> <p>There is also an alleged Saxon village south of the main village approximately in the clump of trees.</p> <p>The Parish Council will discuss the proposal at it's next meeting on Wednesday 21st September at 7:00pm in the Cracroft Village Hall; West Keal you are welcome to attend.</p>
1002	<i>No other form of correspondence</i>
1005	<i>No other form of correspondence</i>
1007	<i>No other form of correspondence</i>
1008	<i>No other form of correspondence</i>
1009	<i>No other form of correspondence</i>
1010	<i>No other form of correspondence</i>
1011	<i>No other form of correspondence</i>
1013	<i>No other form of correspondence</i>
1014	<i>No other form of correspondence</i>
1017	<i>No other form of correspondence</i>
1018	No other form of correspondence
1019	<i>No other form of correspondence</i>
1020	<i>No other form of correspondence</i>
1021	<i>No other form of correspondence</i>
1022	<i>No other form of correspondence</i>
1023	<i>No other form of correspondence</i>
1024	<i>No other form of correspondence</i>
1026	<i>No other form of correspondence</i>
1027	No other form of correspondence
1028	<i>No other form of correspondence</i>
1029	<i>No other form of correspondence</i>
1030	<i>No other form of correspondence</i>
1031	<i>No other form of correspondence</i>
1034	<i>No other form of correspondence</i>

Table 8.14 Other forms of correspondence from local communities (e.g. letter or email)

Response reference number	Comments
1036	<i>No other form of correspondence</i>
1037	<p>Firstly, it is very difficult for the lay person to understand why the incoming cable is so far north of bicker fen at its arrival in this country. Logically, it should be much further south than Sandilands. It is understood that English Nature have objected to a more southern approach, and it is difficult again to understand if this cable laying is "not a problem" on land, it should be much less of a problem laid in water.</p> <p>Generally a wide (1km) strip has been indicated, but at the entry point this is very narrow when it seems obvious a point further south would give much broader options. Given the length of cable from Denmark, and entry point further south would probably make very little difference in cable length and thus be more economic.</p> <p>Secondly, the two routes chosen seem illogical. If the cable really has to come ashore at Sandilands, then why does the purple route go so far inland, and then head towards and over the edge of the Wolds. Of the two the orange route has a little more logic, but not much.</p> <p>Looking at the A3 1:200,000 map the old redundant railway line could be used initially, and one can see the current railway line north of Boston runs mainly through a flat uninhabited area. Surely this is logical, it could then skirt west of Boston and on to Bicker Fen.</p> <p>The complexity, cost, distribution and inconvenience of the routes chosen is staggering. I would suggest a re-think, even at this stage, of the whole plan should be undertaken.</p> <p>It is easy for large companies to hide behind public apathy and lack of interest.</p> <p>Thus, of the two routes indicated, the orange should be chosen given its marginal more logical route.</p> <p>Regarding the Bicker Fen building, this very, very large structure will be totally out of character in the open countryside. As an architect, <u>I know</u> that the illustrations play down the scale and thus the impact on the countryside and this is just further urbanisation of the rural environment. I suspect the building will be rubbish and it is high time further thought was given to this subject.</p> <p>I conclude that the probably apathetic public could not generally care less about all this, but National Grid should show a lot more responsibility and come up with new proposals that have much more logic.</p>
1038	<i>No other form of correspondence</i>
1039	<i>No other form of correspondence</i>
1040	<i>No other form of correspondence</i>
1041	<i>No other form of correspondence</i>
1043	<i>No other form of correspondence</i>
1047	<i>No other form of correspondence</i>
1048	<i>No other form of correspondence</i>
1049	<i>No other form of correspondence</i>
1050	<i>No other form of correspondence</i>
1051	<i>No other form of correspondence</i>
1052	<i>No other form of correspondence</i>
1053	<i>No other form of correspondence</i>
1054	<i>No other form of correspondence</i>
1055	<i>No other form of correspondence</i>
1059	<i>No other form of correspondence</i>
1060	<i>No other form of correspondence</i>
1061	<i>No other form of correspondence</i>
1062	<i>No other form of correspondence</i>
1063	<i>No other form of correspondence</i>

Table 8.14 Other forms of correspondence from local communities (e.g. letter or email)

Response reference number	Comments
1065	<p>UNSUITABILITY OF THE ORANGE ROUTE</p> <p>These notes refer to the unsuitability of the orange route specifically between Keal Cotes and Halton Hologate.</p> <p>Dear Sirs,</p> <p>I have several concerns regarding the proposed Orange Route specifically the section running approximately East/West from Keal Cotes via East Keal, Toynton Fenside, Toynton St Peter to Halton Hologate.</p> <p>1) PUBLISHED MAPPING 20 YEARS OUT OF DATE</p> <p>The published mapping, specifically with regard to domestic dwellings appears to be over 20 years out of date. There are large areas included within the route corridor that cannot possibly meet your stated criteria for acceptance due to more recent development.</p> <p>2) INFRASTRUCTURE DEVELOPMENT</p> <p>Consistent with 1) above, there had been significant underground infrastructure development in the area in very recent times that may impact suitability.</p> <p>3) VILLAGE STRUCTURE</p> <p>The Orange route corridor is significantly around 2km wide (cf. 1km elsewhere) and 3km long through the parishes of East Keal, Toynton-All-Saints and Toynton-St-Peter. Nowhere else on the proposed route has such a wide corridor and yet the impact of such a large swathe on these villages gets little or no consideration. Noting 1) above, these are not compact villages centred around a traditional focal point but perforce strung along the only available fen roads. The residential development in the Toyntons in particular extends 2-3km along fen roads from the main focal points (church) so any reference to by-passing these villages is misplaced when they are featured within the corridor.</p> <p>4) TOYNTON FENSIDE residential area</p> <p>This is specifically acute with regard to Fenside road/Fernside road in the Toynton-All-Saints/Toynton-St-Peter parishes which includes the significant residential area of Toynton Fenside. This residential area is in the centre of the Orange Route corridor at this point and extends approx 1km but does not have any consideration in the reports. If the Orange Route is chosen, it appears it must cross somewhere in a 2km long section of the Fenside Road/Fernside Road (which roughly runs North/South) in a roughly West/East direction. With a superficial review of the current Toynton Fenside residential development and recent development in Toynton Fenside residential development and recent development in Toynton All Saints there appears little scope at all remaining in the North part (approx 1.5km) of this corridor which begs the question as to why it is included at all.</p> <p>5) ACCESS ROADS</p> <p>It is noted that the project will have its own access road for major equipment, however, some access will be required on local roads. In this respect Fenside Road/Fernside Road/New Lane/Fen Road would again feature as the only access in the Toynton Fenside area. These roads are already in poor condition and suffer from ongoing subsidence. They have not been repaired since major infrastructure works 5 years ago. These roads also contain hidden culverts and minor bridges which have no load bearing status.</p> <p>6) LAND QUALITY</p> <p>Based on the on-going issue with road quality that exists and in particular subsidence, the underground features of the land in this area are not stable. This may be down to the presence of PEAT but is certainly aggravated by underground water flow from Toynton Hill which appears to be a feature of the whole area.</p> <p>CONCLUSION</p> <p>From the information to hand it appears that not enough local detail about this area has been included in the route selection and out-of-date mapping has been used. Toynton Fenside is sandwiched in the middle of the proposed orange corridor yet no consideration has been noted. Much of the 2km wide corridor in this area will not meet the criteria for acceptance. A closer look will confirm this is not a viable route.</p>
1066	<p>Further to your public consultation of 05 Sept to 14 Oct 2016 inclusive, below please find my comments / questions regarding the proposed routing of the high voltage DC cables to Bicker Fen Lincolnshire. I'd be grateful if you would confirm receipt of said comments / question and include them within your phase 2 consultation feedback.</p> <p>As a resident of the village of Raithby by Spilsby I notice that route RCA (Purple) has the potential to pass very close to this village, with the boundary passing the bottom of a number of house gardens, mine included, and then cutting through the village itself. It appears this has followed the conservation area outline so I can only assume that there is no intention of routing a cable this close to residential properties as this would be totally unacceptable to everyone. I firmly believe that there should be no construction that impacts the Wolds (AONB) so for that reason the RCB (Orange) route that does not go through the Wolds should be selected. I also believe that whilst UK energy is an important issue works of this nature should avoid residential areas entirely even if that involves additional costs in route planning and implementation. There may be no known information on electrical / magnetic field disturbances with high voltage cabling at present but residents don't want to discover there are issues after the project has gone live. However, should route RCA be chosen I have the following comments.</p> <p>To mitigate disturbance to the village the cable should be routed as far west of the route corridor as possible, to the west of the road that leads from Sausthorpe to Raithby crossroads then on towards the B1195, or further west if</p>

Table 8.14 Other forms of correspondence from local communities (e.g. letter or email)

Response reference number	Comments
	<p>possible so that a distance of 500 meters or more exists between construction, cable and residential homes.</p> <p>Prevent heavy goods vehicles from travelling through Raithby. Use the roads that connect, via the Raithby crossroad, directly to the A158 at Sausthorpe & B1195 at Mavis Enderby. It may be worth considering closing these roads to all through traffic except works vehicles for the duration of construction to avoid any incidents between local & construction traffic. I know both these roads are used on a regular basis by cyclists.</p> <p>When compiling a detailed route 'engage' with the local residents and inform them of your plans rather than letting them find out via other means. We have a village hall which would be ideal to present in. We may not like what we hear but at least we'd have the benefit of direct two way communication.</p> <p>I also have a number of questions that I'd be grateful for an answer to:</p> <p>How long would the construction near the village last?</p> <p>What would be construction hours of working? 24 x 7, 9-5 etc.</p> <p>What effect will high voltage cables have on phone, television including Sky, broadband, radio etc. signals and is there any effect on medical equipment e.g. pacemakers, hearing aids etc.</p> <p>Will there be any 'noise' emanating from these cables as is the case with overhead power cables which emit a 'buzzing' tone?</p> <p>How long after installation will the land be available for use?</p> <p>Will any land around the cable need to be 'retained' for ongoing maintenance or is access only required in the event of an issue?</p> <p>Is there any impact on animals which would graze on the land under which the cables are buried?</p> <p>As we are located in a high Radon area what are the impacts of excavating to a depth of 1.5 meters or so?</p> <p>What impact would a 'hard Brexit' (leaving the EU single market) have on trading with other EU countries? In the absence of any trade agreement would tariffs be based on a WTO model? How would this impact the end cost of electric to UK consumers?</p>
1068	<i>No other form of correspondence</i>
1071	<i>No other form of correspondence</i>
1074	<i>No other form of correspondence</i>
1075	<i>No other form of correspondence</i>
1076	<i>No other form of correspondence</i>
1077	<i>No other form of correspondence</i>
1078	<i>No other form of correspondence</i>
1080	<i>No other form of correspondence</i>
1084	<i>No other form of correspondence</i>
1085	<i>No other form of correspondence</i>
1086	<i>No other form of correspondence</i>
1087	<i>No other form of correspondence</i>
1088	<i>No other form of correspondence</i>
1089	<i>No other form of correspondence</i>
1090	<i>No other form of correspondence</i>
1092	<p>I was trying (albeit a bit late in the day) to fill out the Phase 2 Consultation Feedback Form using the online version as it is too late to return the paper copy I picked up at the Huttoft presentation. However I can't seem to edit the PDF for some reason, possibly as I upgraded from Windows 7 to Windows 10 since I completed the Phase 1 form successfully.</p> <p>Anyway, I don't have that many comments on the cabling route now that the Sandilands route and a haul route to the A52 have been identified.</p> <p>On that basis I add the comments I would have made below:</p>

Table 8.14 Other forms of correspondence from local communities (e.g. letter or email)

Response reference number	Comments
1097	<i>No other form of correspondence</i>
1098	<p>Please find attached the response to the second consultation for the Viking cable route. This is additional to the consultation response document that has been sent separately as there are a number of annotated maps relating to the two possible routes.</p> <p>The maps are taken directly from your consultation documents. Due to the number of comments I felt it best to use a map based system rather than trying to describe each location separately. If more detail is required please let me know.</p> <p>Please note that my comments are as complete as possible over what is still a fairly large area. They are also confined largely to less obvious habitat, mostly related to important grasslands that are not always well recorded on other data system. Most are site that I am aware of related to my work with the Lincolnshire Coastal Grazing Marshes Project. Comments do not include many other features of environmental importance that are held by the Lincolnshire Trust, GLNP or others.</p> <p>The attached pictures relate to map Purple 4 east of the Raithby cross roads. These show the species rich meadow and land rich in scarce arable plants along the eastern fringe of the cable corridor.</p>
1100	<p>We would like to voice our concerns over your proposed Orange coloured route corridor through Halton Fenside alongside East Fen Catchwater drain. The writer of this letter, Graham Hanson was born in the village in 1950 and has knowledge of the characteristics of the soil, habitat and locality.</p> <p>We feel that this route corridor is totally inappropriate for the following reasons:-</p> <ol style="list-style-type: none"> 1. The water table in Halton Fenside is very high and is susceptible to flooding issues. In fact in 2007, some residential properties were flooded (including our home) as the East Fen Catchwater drain and Halton Beck were unable to cope with the amount of surface water. No evidence has been submitted that the proposed development would not exacerbate the flooding situation and the impact the proposed development will have on the present drainage issues. 2. The proposed route corridor contains woodland and mature hedging. These features provide important habitats for protected species of wildlife. In addition the grass fields contain important species of flora. No Ecology Report has been submitted to demonstrate that the proposal would not result in an adverse impact on Ecology. 3. The lanes in Halton Fenside are totally inadequate to accommodate the machinery required the proposed development and road widening would destroy the ancient field boundaries, drainage ditches and hedgerows. 4. Immediately outside the residential area of Halton Fenside, the 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 and any disruption would have a detrimental effect. <p>We therefore feel that you should consider the Purple coloured route corridor as your preferred choice.</p>
1101	<i>No other form of correspondence</i>
1102	<i>No other form of correspondence</i>
1103	<i>No other form of correspondence</i>
1104	<i>No other form of correspondence</i>
1105	<i>No other form of correspondence</i>
1108	<i>No other form of correspondence</i>
1109	<i>No other form of correspondence</i>
1110	<p>Thank you for consulting Natural England on 6th September 2016 regarding the Viking Link second public consultation on the UK onshore cable route options. The following constitutes Natural England's formal statutory response set out to answer the questions asked in the second consultation feedback form.</p> <p><u>Question 1a: The Purple and Orange Route Corridors</u></p> <p>Natural England welcomes the scoping out of the original Green route which would pass have passed through the Lincolnshire Grazing Marshes and the information provided in the route corridor selection report. Please be advised that both the purple ad orange route corridors traverse fields which fall within Higher Level Stewardship (HLS) agreements. The location of these can be viewed on the Magic website.</p> <p><u>Question 1b: The Purple Route Corridor</u></p> <ol style="list-style-type: none"> 1. AONB Designation <p>Natural England would have serious concerns with the Purple Route Corridor as it traverses 8km through the width of the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) which is a nationally designated landscape.</p> <p>The Lincolnshire Wolds has a unique and nationally important sense of place: an area of open rolling hills, dramatic views, farmed fields changing with the seasons, tranquil valleys, woodland, pasture, streams and attractive villages. Whilst we acknowledge that the route has been selected to avoid landscape features which contribute to the designation (including woodland, hedgerows, ridges and high points) we are nevertheless concerned that this route would potentially impact on the special qualities and sense of place of the Lincolnshire Wolds.</p>

Table 8.14 Other forms of correspondence from local communities (e.g. letter or email)

Response reference number	Comments
	<p>During cable installation there would be significant disturbance both visually and to the tranquillity of the area. Furthermore the subsequent maintenance of the route could result in a legacy of impact and disruption over the years. Specifically we would be concerned with the number of junction boxes that would be necessary within the AONB section of this route and how they would be accessed and how often maintenance activities (including repairs) will occur. We would therefore need to see convincing and specific reasons for choosing this route over the alternative option. We would also need clear evidence for the reasons for discounting the alternative option if the Purple route is selected. Without sufficient evidence we would be likely to object to this route. National Grid would need to address how they would meet the tests set out in the National Planning Policy Framework (NPPF) specifically:</p> <p><i>“115. Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in all these areas, and should be given great weight in National Parks and the Broads.</i></p> <p><i>116. Planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of:</i></p> <ul style="list-style-type: none"> • <i>the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;</i> • <i>the cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some other way; and;</i> • <i>any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.”</i> <p>If this route were pursued further National Grid would need to provide a Landscape and Visual Impact Assessment (LVIA) showing the specific landscape impact of the cabling proposal. The plans for reinstatement and mitigation of the landscape, particularly of hedges and woodland, would also need to be seen at the earliest stages.</p> <p>We also advise that you seek the advice of the Lincolnshire Wolds Countryside Service for more detailed advice on the impact of the landscape along this route. Their knowledge of the location and wider landscape setting of the development should help to confirm whether or not it would impact significantly on the purposes of the AONB designation. They will also be able to advise on whether the development is in accord with the aims and policies set out in the AONB management plan.</p> <p>2. SSSIs along the Purple Route</p> <p>The Purple route passes in close proximity to the following Sites of Special Scientific Interest (SSSIs)</p> <ul style="list-style-type: none"> • Sea Banks Clay Pits; Calceby Marsh; Swaby Valley; Harrington Hall Sandpit; Mavis Enderby Valley; Keal Carr; Jenkins Carr <p>Natural England advises that the proposed cable route should not cause any significant impact both directly and indirectly on these nationally designated sites. The route would appear to be within the catchment risk zone of Calceby Marsh, Mavis Enderby Valley and Jenkins Carr SSSIs. It should be ensured that the cabling would not result in any hydrological impact to any SSSIs.</p> <p>Sea Banks Clay Pits SSSI - The proposed landfall site LF1 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.</p> <p><u>Question 1c: The Orange Route Corridor</u></p> <p>1. AONB Designation</p> <p>Natural England notes that the western option of the orange route, where it divides around Gunby Hall, traverses the Lincolnshire Wolds AONB for approximately 3km. We would therefore have similar concerns with this location as discussed above regarding the purple route and would need to see appropriate evidence and safeguards. However as a much smaller distance is covered it may be more preferable than the purple route and we understand that mitigation measures including Horizontal Directional Drilling may be an option along this route removing any significant impacts.</p> <p>We also emphasise that there may also be other non-landscape constraints in this area and there would be the need to reinstate and mitigate any significant impacts to the landscape.</p> <p>The western option of the orange route would also pass through the designed landscape of Gunby Hall and is also subject to a Higher Level Stewardship (HLS) agreement. Although the registered parkland is only a small area around the Hall the designed landscape stretches much further, as identified by the parkland management plan carried out before the HLS agreement was set up. Blocks of woodland planting were laid out around the estate to create a wheel of vistas out into the wider countryside and possibly to distant church spires, when viewed from the Hall. The woodland on the northern boundary of the Candlesby Hill SSSI is one such block of landscape planting. We would therefore advise that the route avoids both the SSSI and the woodland and is given an appropriate buffer to avoid any potential impacts. Again, Horizontal Directional Drilling should be considered to reduce the impacts to sensitive receptors.</p> <p>2. SSSIs along the Orange Route</p> <p>From the information provided there would appear to be a number of SSSIs located in close proximity to the orange route. Natural England advises that the proposed cable route is unlikely to have a significant impact on these nationally designated sites. The route would appear to be within the catchment risk zone of Bratoft Meadows, Keal Carr and Jenkins Carr SSSIs. It should be ensured that the cabling would not result in any hydrological impact to any SSSIs.</p> <p>The SSSIs along the orange route are set out below:</p> <p>Sea Bank Clay Pit (please see comments above);</p> <p><u>Western Route around Gunby Hall</u></p> <p>Hoplands Wood SSSI and Willoughby Wood SSSI - The route does not appear to be sufficiently close to either of these ancient woodland SSSIs, to cause concern. However, it appears that the cable route could skirt to the east and</p>

Table 8.14 Other forms of correspondence from local communities (e.g. letter or email)

Response reference number	Comments
	<p>south of the large block of woodland that Willoughby Wood forms part of and which should be avoided.</p> <p>Willoughby Meadow SSSI – no comment at this time</p> <p>Candlesby Hill SSSI - From the maps provided it would appear that the route would include this SSSI. This is a disused quarry with grassland and woodland and therefore we advise that the cable route should avoid this site (also please note the comments above relating to Gunby Hall parkland).</p> <p>Jenkins Carr SSSI – no comment at this time</p> <p>Keal Carr SSSI – not comment at this time</p> <p><u>Eastern Route around Gunby Hall</u></p> <p>Bratoft Meadows SSSI - The eastern route option appears to run close to or include this SSSI which is a species rich floodplain grazing marsh. The composite species of this habitat are sensitive to changes in the water table level. Grazing Marshes as part of a larger complex of priority coastal and floodplain grazing marsh. Therefore we advise where possible the cable route should avoid the larger complex and definitely the SSSI blocks to avoid disrupting the water table. An assessment of the impact of the cable installation activities and the long term effects would need to be made on the hydrology of the area to assess the likely impact on the SSSI.</p> <p>Jenkins Carr SSSI – no comment at this time</p> <p>Keal Carr SSSI – no comment at this time</p> <p><u>Question 2: Converter Station Design Styles</u></p> <p>Natural England has no nature conservation and landscape concerns to raise in relation to the design style of the converter station photomontage and flyaround.</p> <p><u>Question 3: Further Information</u></p> <p>Further to our response to the first public consultation Natural England provided advice relating to European protected species in our letter dated 20th May 2016 and Discretionary Advice relating to soils and agriculture in our letter dated 12th of August 2016. Natural England advises considering our previous advice alongside our response to this second public consultation.</p>
1112	<i>No other form of correspondence</i>

Responses from statutory consultees and other stakeholders

Table 8.15 details all of the Phase 2 Consultation feedback received from statutory consultees and other stakeholders in response to question 1 on the feedback form.

Table 8.15 Responses to question 1 from statutory consultees and other stakeholders			
Organisation	1a. Is there anything you think we should take into consideration when deciding which cable route corridor to take forward?	1b. Within the orange corridor, is there anything specific you think we should consider if we took this route corridor forward?	1c. Within the purple corridor, is there anything specific you think we should consider if we took this route corridor forward?
National Farmers' Union	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
Witham Fourth District Internal drainage Board	The northern most (purple) route is the Board's preferred option as it has the least impact on Board maintained watercourses and District. In reducing the number of watercourses affected by the works, impact on flood risk, drainage and watercourse ecology is reduced.	This route impacts on the least number of Board maintained watercourses and crosses the least amount of area at most risk of flooding from the IDB system. This route impacts on fewer watercourses where the Board is a land owner.	This route impacts on the least number of Board maintained watercourses and crosses the least amount of area at most risk of flooding from the IDB system. This route impacts on fewer watercourses where the Board is a land owner.
Black Sluice Internal Drainage Board	The route of the corridor within the Black Sluice IDB is acceptable to the Board. See also the response to Question 1c.	Not applicable. No comment.	Reference: Page 12 Figure No VL_160831_Figure 9 of the Purple Route Corridor document VKL-08-06-G500-004. Where the purple corridor splits to become a loop around the Bicker Fen Wind Farm and Triton Knoll Electrical System substation, the Board would prefer the Viking cable route to be directed along the western section of the loop (to the west of the South Forty Foot Drain) as this would involve fewer watercourse crossings, both IDB-maintained and riparian. An HDD crossing of the South Forty Foot Drain to connect with the proposed site of the converter station would then only cross one main river and potentially only one IDB-maintained watercourse.
Environment Agency	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
Lindsey Marsh Drainage board	Viking Link – Phase II Consultation The number of watercourse crossings required by each cable route corridor is the primary concern for Lindsey Marsh Drainage Board in terms of the impact upon watercourses during the works and for the future maintenance operations on the watercourses. Lindsey Marsh Drainage Board has a strong preference for the Purple Route Corridor as proposed within the Route Corridor Selection Report: Non-Technical Summary (Document Reference: VKL-08-06-G500-006). Evidence for Lindsey Marsh Drainage Board's preference for the Purple Corridor Route 1. The purple corridor route, will allow the cable to run parallel to significant Lindsey Marsh Drainage Board maintained watercourses and therefore involve fewer higher risk service crossings. i. Where crossings of Board maintained drains are necessary, the preferred approach is to employ directional drill techniques to facilitate	<i>No response to this question</i>	<i>No response to this question</i>

Table 8.15 Responses to question 1 from statutory consultees and other stakeholders

Organisation	1a. Is there anything you think we should take into consideration when deciding which cable route corridor to take forward?	1b. Within the orange corridor, is there anything specific you think we should consider if we took this route corridor forward?	1c. Within the purple corridor, is there anything specific you think we should consider if we took this route corridor forward?
	<p>an undercrossing. The Board will require a minimum depth of 2 metres below the hard bed level of the watercourse, in addition to the protective depth required by National Grid for the cable. The associated drill pits and reception pits will also need to be 10 metres from the watercourse bank top. These distances are all essential to enable the Board to undertake future reforming of watercourses if required, without impinging upon the cable route and associated protective distance. The purple route corridor will require the least number of crossings, therefore we support this route as it will have a lower impact on the integrity of the Board maintained drains and their future operation and maintenance.</p> <p>ii. We suggest that where the cable route runs parallel to Board maintained watercourses, a distance of 10 metres from the bank top is appropriate. It would also be appropriate to maintain a similar distance for the cable route when running parallel to non-Board maintained drains either within or outside of the Board's district. Maintaining this distance would allow the Board, and riparian owners to continue normal working practices, such as weed cutting with flail mowers and hydraulic excavators without impacting on the cable.</p> <p>2. The purple route involves much less low lying ground, which will significantly reduce the number of private drainage systems impacted. Therefore the purple corridor route is favourable in order to reduce the risk of disruption to agricultural land drainage systems. In addition to this, many areas have riparian drains, the number of which is reduced once entering higher ground outside of the district. This route also avoids more settlements which will help to reduce this issue</p> <p>3. This route avoids poor ground conditions of wet, peaty sub soils west of Cumberworth, which would pose additional constraints during installation of the cable and any future maintenance works.</p>		
National Trust	<p>In deciding which cable corridor to take forward, Viking Link should consider (amongst other things):</p> <ul style="list-style-type: none"> - Landscape impact - Heritage impact - Ecological impact - Transport impact - Impacts on local communities - Impacts on drainage <p>National and local planning policies should also be taken into account. The Purple Route Corridor includes a large section located within the Wolds Area of Outstanding Natural Beauty. Paragraph 115 of the National Planning Policy Framework would therefore need to be met, requiring that great weight is given to conservation of landscape and scenic beauty. Conservation of wildlife and cultural heritage will also</p>	<i>No response to this question</i>	<i>No response to this question</i>

Table 8.15 Responses to question 1 from statutory consultees and other stakeholders

Organisation	1a. Is there anything you think we should take into consideration when deciding which cable route corridor to take forward?	1b. Within the orange corridor, is there anything specific you think we should consider if we took this route corridor forward?	1c. Within the purple corridor, is there anything specific you think we should consider if we took this route corridor forward?
	<p>be an important consideration.</p> <p>The scale of development in the Purple Corridor is likely to comprise 'major development' in an AONB. The 'exceptional circumstances test' in paragraph 116 of the NPPF would also therefore need to be met.</p> <p>The Orange Route divides into two route options which pass to the west and east of Gunby Hall Registered Historic Park and Garden. The western leg of the route appears to pass through an area of the Wolds AONB and NPPF paragraph 115 would therefore apply to this section of the route. The route section through the AONB may also comprise major development in an AONB in which case paragraph 116 would apply.</p> <p>The eastern leg of the Orange Route includes a section which would pass through National Trust land at Gunby Estate. This land has been declared 'inalienable' which means that the National Trust cannot sell, give away or mortgage the 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>The amount of National Trust land that the Orange Route would pass through depends on the detailed routing of the cable corridor and associated easements. While the National Trust has the power to grant an easement over inalienable land, the Trust cannot part with possession of the surface of the land. Nor would an easement be granted if the associated impacts were not acceptable.</p>		
Lincolnshire Wildlife Trust	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
Anglian Water	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>
Lincolnshire Wolds Countryside Service	<i>No response to this question</i>	<i>No response to this question</i>	<i>No response to this question</i>

Table 8.16 details all of the Phase 2 Consultation feedback received from statutory consultees and other stakeholders in response to questions 2 and 3 on the feedback form.

Table 8.16 Responses to questions 2 and 3 from statutory consultees and other stakeholders

Organisation	2. What are your thoughts on the design styles for the converter station?	3. Is there any other information that we should be considering, or would help inform the development of the project?
National Farmers' Union	<i>No response to this question</i>	<i>No response to this question</i>
Witham Fourth	No comments.	Land Drainage or Byelaw consent will be required for any works in, under, over or within 9m of a watercourse.

Table 8.16 Responses to questions 2 and 3 from statutory consultees and other stakeholders

Organisation	2. What are your thoughts on the design styles for the converter station?	3. Is there any other information that we should be considering, or would help inform the development of the project?
District Internal drainage Board		<p>Works include but are not limited to cable crossings, bridges, culverts, piping, fences, structures, haul roads, temporary compounds, etc, whether temporary or permanent plus discharges, whether temporary or permanent. Cables should be buried at a depth that avoids disruption to agricultural drainage systems and at least 2m below the hard bed of all watercourses or at other level to the Board's approval plus whatever safe working clearance is required by Viking Link. The works must not restrict the Board's or land owner's ability to maintain or improve watercourses during or after completion of the project. The Board owns land in connection with some watercourses and will be seeking land owner compensation. The Board will appoint an agent to act on its behalf in respect to these matters. Temporary compounds, haul roads and other construction phase work sites should be at least 9m from any Board maintained watercourse. Any permanent structures (e.g. buildings, compounds, chambers, cable jointing pits) should be at least 9m away from any Board maintained watercourse. Given the large number of Land Drainage Act or Byelaw consents required the applicant is advised to liaise with IDBs on a regular basis to fully understand the scope and extent of consents required and phase applications over the life of the project. The Board is willing to discuss standard procedures and methods of construction to facilitate the consenting process.</p>
Black Sluice Internal Drainage Board	<p>The converter station will lie close a line-of-sight radio-telemetry link between the IDB office at Swineshead, and its pumping station at Donington North Ings (approx 800m south west of the converter station site). The converter station should have no impact on this telemetry link. Viking Link is reminded that the proposed converter station site is bounded by IDB-maintained watercourses on three sides. No part of the converter station site shall be located within 9 metres of the top of the banks of these watercourses. Consent will also be required for any surface water discharges from the site into any watercourse.</p>	<p>Under the Land Drainage Act 1991, prior written consent will be required from the IDB for the following: 1. Any works in, under, over or within 9 metres laterally of the bank top of any watercourse maintained by the Board (this includes any horizontal directional drilling). Jointing bays should be placed outside this distance to allow for future improvement. 2. Any works that increase the flow of water into any watercourse within the IDB district (other than into a Main River which will require the consent of the Environment Agency). 3. The erection or alteration of any weir, dam or mill, or other obstruction to the flow, or erection of or alteration to any culvert structures within the channel of any watercourse within the IDB District. Viking Link is reminded that that all watercourses form the basis of flood risk defence, not just those maintained by the IDBs or the Environment Agency. All watercourses are likely to require future improvement to counter the predicted effects of climate change. It is therefore vital that sufficient provisions are maintained to allow these non-IDB watercourses to be improved should the need arise, not just now, but well into the future. It is therefore the IDB's preference that all watercourse crossings be carried out by horizontal directional drilling (HDD). All watercourses crossings should be no less than 2 metres plus the Viking Link standard safety distance (understood to be 900mm + 100mm for the protective cement-bound sand and protective tile) beneath the hard bed level of the watercourse. Where a crossing is under an IDB-maintained watercourse, then the level of the crossing shall be to Ordnance Data Newlyn (ODN). All works, including post-construction, must not preclude the IDB or landowners from being able to carry out maintenance or improvements on any watercourse. Post-construction wayleaves, easements or any other restrictions present a serious concern for the IDB. The IDB will not accept, under any circumstances, any restrictions to its normal working practices. These include: a. Weeding and bank cutting with flail mowers and hydraulic excavators b. Improvements such as deepening and widening of watercourses c. Construction works such as sheet piling and installation of culverts. With regard to routine weed cutting and flailing, the IDB should not be expected to consult or obtain consent from any future cable owner/operator when operating over the cable. Where IDB works involve improvement or construction works, the IDB will consult with the operator as per current guidelines. Viking Link also needs to take into account any existing landowners underground field drainage systems, and to ensure that these are not affected by the cable. Where conflict is unavoidable, then any new or altered outfalls may require IDB consent.</p>
Environment Agency	<i>No response to this question</i>	<i>No response to this question</i>
Lindsey Marsh	<i>No response to this question</i>	Important points for consideration

Table 8.16 Responses to questions 2 and 3 from statutory consultees and other stakeholders

Organisation	2. What are your thoughts on the design styles for the converter station?	3. Is there any other information that we should be considering, or would help inform the development of the project?
Drainage board		<p>Consent will be required from the Board for:</p> <ul style="list-style-type: none"> · Any works in, under or within 8 metres of the bank top of any Board maintained watercourse. · Any works that increase the flow of water to any watercourse within the Board's district (other than directly to a main river for which the consent of the Environment Agency will be required). · The erection or alteration of any mill, dam, weir or other like obstruction to the flow, or erection or alteration of any culvert within the channel of a riparian watercourse (within the Board's extended area consents are issued on behalf of the Lead Local Flood Authority). <p>Below are matters which require early consideration and agreement prior to the development commencing.</p> <ol style="list-style-type: none"> 1. The Board note that the protective depth required above the cable is 900mm plus 100mm cement bound sand plus protective tile. This protective depth will need to be in addition to the agreed distance below the hard bed level of watercourses (likely to be 2m plus the 1m protective depth). 2. Post construction wayleaves / easements / restrictions will be of serious concern to the Board. Under no circumstances can we accept any restrictions to our normal working practices which include, weed cutting with flail mowers and hydraulic excavators, deepening and widening watercourses along with construction works including installing sheet piles and culverts etc. The Board would not expect to be required to consult National Grid when working over the cable when the activity is weed cutting. It is however recognised that proper consultation would be required where construction works or deepening or widening works were being undertaken over the cable. 3. In regard to the position of jointing bays, landowner's preferences will be to have these located in field edges. The Board's preference will be to have joint bays located an agreed distance from all watercourses to ensure that future deepening and widening of watercourses is not precluded. 4. Where cable depths in fields are 1.5m below ground level there is potential for conflict with farmers land drainage systems. Farmers will also use equipment such as mole ploughs etc. above the cable. 5. Where farmers land drainage systems are affected, any new or altered outfalls may require the Board's consent. 6. Your intention to use open cut or no dig techniques to cross watercourses is noted. We recommend that you undertake field surveys as soon as possible on a wide selection of watercourses to establish depths of watercourses as other projects have found that open cut techniques cannot be used as widely as initially thought. 7. In regard to the landfall LF1a is very close to LMDB's Boygriff Pumping Station. National Grid will need to fully demonstrate that there are no temporary or permanent negative impacts upon the current or future operation of this Pumping Station, either during or post development
National Trust	<i>No response given</i>	<ul style="list-style-type: none"> - A key concern is the impact of construction on the heritage assets, visitor operation and tenanted areas at Gunby arising as a result of noise, dust and road closure etc. - The size of works areas and associated easements are also a concern and will need to be clarified as detailed routing is developed. What will the impact of works be on land within these areas? The duration and timing of works at particular locations will also need to be clarified. - Archaeological evaluation should inform the final course of the route. Site supervision and recording should also be carried out during construction. - Assessment of impact on the setting of heritage assets will require a more nuanced approach than application of 50m buffers, as currently suggested by the route corridor assessment. - Disruption to farming practices including any loss of income to farmers should be carefully considered.
Lincolnshire Wildlife Trust	<i>No response to this question</i>	<i>No response to this question</i>

Table 8.16 Responses to questions 2 and 3 from statutory consultees and other stakeholders

Organisation	2. What are your thoughts on the design styles for the converter station?	3. Is there any other information that we should be considering, or would help inform the development of the project?
Anglian Water	<i>No response to this question</i>	<i>No response to this question</i>
Lincolnshire Wolds Countryside Service	<i>No response to this question</i>	<i>No response to this question</i>

Table 8.17 details all of the Phase 2 Consultation feedback received from statutory consultees and other stakeholders in other forms, e.g. letter or email.

Table 8.17 Other forms of correspondence statutory consultees and other stakeholders (e.g. letter or email)

Organisation	Comments
National Farmers' Union	Thank you for consulting us about the proposed Viking Link underground cable through Lincolnshire. The NFU has 4,800 farming members in the East Midlands region out of the 6,000 commercial farm units over 50 hectares in size. Chapter 7 of the document deals with agriculture and soils. We feel that this chapter is somewhat light on two issues, namely drainage and biosecurity. I'm sure Viking Link is well aware of the key issue of land drainage to farmers along the two proposed route corridors. Viking Link will have to employ its own land drainage experts who should know land drainage systems in the area the cable is going through, who will be able to talk to farmers about the mitigation works to ensure land drainage systems in fields continue to operate effectively after the cable is put through the land. If appropriate care is not taken with land drainage systems then agricultural productivity in fields bisected by the cable route will plummet and National Grid will be faced with claims for loss of crop year after year after the cable is laid. The lower the cable in the ground the less intrusion there should be with land drainage systems and farming operations so cable depth will be important to farmers along the route as well. Finally, biosecurity measures are not addressed in the document and we would urge that proper, effective biosecurity measures are undertaken by all contractors on agricultural land during the lifetime of the project to ensure plant and animal diseases are not spread along the cable route by construction and other staff working on or visiting farms.
Witham Fourth District Internal drainage Board	<i>No other form of correspondence</i>
Black Sluice Internal Drainage Board	<i>No other form of correspondence</i>
Environment Agency	Thank you for providing the Environment Agency with an opportunity to comment on the Phase 2 Consultation for your interconnector project. Following our discussion on 14 September 2016, I write to confirm that we have not undertaken a detailed review of the consultation material provided. This was not thought to be necessary because I attended your onshore cable route workshop on 3 August 2016 and noted that you are using the relevant environmental data to inform your options decision. I can advise that the Environment Agency is likely to specify some requirements in respect of installation techniques to ensure appropriate environmental protection is in place (for example, a requirement to pass under main rivers using Horizontal Directional Drilling etc) and providing these can be complied with, there are unlikely to be any showstoppers for either of your preferred routes. We will be pleased to assist you again when your preferred route is announced and you begin work on the detailed alignment. If I can be of any further assistance to you in the meantime, please contact me on the number below.
Lindsey Marsh Drainage board	<i>No other form of correspondence</i>
National Trust	<i>No other form of correspondence</i>
Lincolnshire Wildlife Trust	Thank you for your email dated 6 September 2016 informing the Lincolnshire Wildlife Trust of the Phase 2 consultation on the onshore cable route options for the Viking Link proposal. The Trust welcomes the opportunity to comment on the route options. We have some comments to make on the purple and orange route options but we would like to start by saying that the Lincolnshire Wildlife Trust strongly supports the discounting of Corridor C. As you are aware the Trust had significant concerns regarding Corridor C which would cut through the middle of the Lincolnshire Coastal Grazing Marshes Burgh le Marsh target area. It would therefore have the potential to impact on existing grazing marsh and grassland habitats and inhibit the creation of grazing marsh in the future. The Trust therefore welcomes the decision not to take this option forward. It is clear that both the orange corridor and the purple corridor have been routed to avoid a number of designated ecological sites, which is to be welcomed. However, there are still some designated sites within both corridors

Table 8.17 Other forms of correspondence statutory consultees and other stakeholders (e.g. letter or email)

Organisation	Comments
	<p>which could be impacted upon by the cable installation. The majority are non-statutory designated sites (Local Wildlife Sites and Sites of Nature Conservation Importance) but part of Keal Carr Site of Special Scientific Interest (SSSI) and Trust nature reserve is also within the purple corridor.</p> <p>We note that it is stated in Table 4.25 for both corridors that priority habitats or non-statutory designations (for example Local Wildlife Sites or Sites of Nature Conservation Importance) which are present within the route corridor can typically be avoided by detailed routeing or selection of less intrusive installation methods. We would strongly recommend that every effort is made to avoid statutory or non-statutory designated sites, including sites meeting the LWS criteria but not yet designated, and priority habitats during the detailed routeing of the cable corridor. Where avoidance is not possible then we would support the use of less intrusive installation methods such as horizontal directional drilling. For example, we note in the case of chalk streams that it is stated in paragraph 4.2.26 that 'Crossings of chalk streams are considered to be feasible, however, they would have to be carefully designed and installed using trenchless crossing methods.' Mitigation such as this would be welcomed to ensure that there are no adverse impacts on protected or priority habitats.</p> <p>The Lincolnshire Wildlife Trust has concerns regarding the alternative orange route which passes through the north western part of the Burgh le Marsh target area of the Lincolnshire Coastal Grazing Marshes Project. There are a lot of grasslands within and adjacent to this area and we would have concerns if this route were to be chosen as it would be very difficult to avoid all the grasslands. We would agree with paragraph 4.7.14 that 'Routeing through this area would require more detailed consideration of the feasibility of mitigation options including reinstatement.' It would need to assess the value of the existing grassland habitats, potential impacts on those existing habitats and how impacts could be avoided. Where avoidance is not feasible then suitable mitigation measures would be required to ensure no adverse impacts.</p> <p>We would also wish to see proposals for habitat enhancements to ensure that there is a net gain for biodiversity.</p> <p>Thank you again for the opportunity to comment. If you have any queries regarding the above please do not hesitate to contact me.</p>
Anglian Water	<p>Thank you for the opportunity to comment on the Viking Link Project. Please find an enclosed response on behalf of Anglian Water. We note that the above project is at an early stage and that the proposed purple and orange routes relating to the electricity transmission cables have yet to be confirmed. There are a number of Anglian water assets that may be affected by the proposed electricity transmission cables dependent upon the preferred route as set out in the following table: Water - Water mains, Water treatment works, Reservoirs, Boreholes. Water Recycling - Foul sewers and outfalls, In-Line and terminal pumping stations, Water recycling centres (formerly wastewater treatment works). The proposed route corridors and the position of these assets are shown on the enclosed maps. These assets are critical to enable us to carry out Anglian Water's duty as statutory undertaker.</p> <p>Anglian Water would welcome further discussions relating to the following issues at the earliest opportunity: Requirement for potable (clean) water and wastewater services. Impact of development on Anglian Water's assets and the need for mitigation. Application process which will be followed. Relationship to other development projects. Please contact myself to arrange a meeting with representatives from Anglian Water to discuss the above project.</p> <p>In your letter you have referred to your appointed land agent (Dalcour Maclaren) contacting Anglian Water to arrange non-intrusive surveys and confirm landownership details. To date we have not been contacted regarding the proposed surveys. It would be helpful if your agent could provide Anglian Water with further details relating to the location of the proposed surveys to assist with this process. Should you have any queries relating to this response please let me know.</p>
Lincolnshire Wolds Countryside Service	<p>Thank you for inviting formal comments on the Viking Link UK Onshore Scheme, currently as part of the Phase Two Consultation and forwarding a copy of the Route Corridor Selection Report – Non Technical Summary (Sept 2016).</p> <p>I note that the project has in broad terms been granted regulatory approval by Ofgem and that you remain confident of its delivery and operation, despite some of the economic and political uncertainties following the EU referendum decision in June.</p> <p><u>Viking Link Route Specifications (approx.):</u> 1,400 megawatt high voltage DC interconnector; 760 kilometres Revising (Denmark) to Bicker Fen (GB). Estimated working width: Up to 30 metres Trench width/depth: Typically 1.5 m wide x 1.5 m deep Estimated length: 60 kilometres Estimated Joint Bays: Approximately 70, assuming 800 metre cable sections Joint Bay Footprint: 15 m x 5 m for each bay.</p> <p>Further to recent meetings, stakeholder workshop sessions and subsequent Phase 2 documentation I would like to confirm the following observations on the ongoing route selection options for the onshore cabling for the Viking Link route to Bicker Fen:-</p> <p><u>Refined Corridor Route A (Purple) via the AONB.</u></p> <p>This would be the most undesirable routing selection from the perspective of the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) - a nationally protected landscape on account of the area's high scenic value. We continue to have concerns with the adoption of this route corridor, which would include a section of approximately 8 kilometres directly through the AONB. As highlighted at the various meetings, workshop sessions and recent correspondence we would concur with Natural England colleagues in favouring a route that can completely avoid the AONB.</p> <p>You will be aware that the Lincolnshire Wolds is a nationally important and valued landscape much of which was designated in 1973 on account of its high scenic beauty. AONBs, together with National Parks, make up the finest landscapes in England and Wales. The Lincolnshire Wolds has a strong unity of visual character and its special qualities include the areas: i) unique physiography (geology and topography); ii) a scenic, working/farmed landscape; iii) a major archaeological resource; iv) a valued cultural landscape – especially strong connections with Tennyson.</p> <p>As highlighted previously, I summarise below some of the planning and legal context in respect of the interests of the AONB, which is protected as an area of the highest scenic quality and Article 2 (3) land.</p>

Table 8.17 Other forms of correspondence statutory consultees and other stakeholders (e.g. letter or email)

Organisation	Comments
	<p><u>National Planning Policy Framework (March 2012):</u> Paragraph 115: Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty...</p> <p>Paragraph 116: Planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of:</p> <ul style="list-style-type: none"> • the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy; • the cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some other way; • and any detrimental effect on the environment, the landscape and recreational opportunities and the extent to which that could be moderated. <p><u>Countryside and Rights of Way Act 2000:</u> Part IV of the Countryside and Rights of Way Act (2000) introduced important measures to enhance the protection and management of AONBs. The Crow Act consolidated the provisions regarding the designation and purposes of AONBs previously contained in the National Parks and Access to the Countryside Act 1949 (NPAC Act). Section 85 of the Act places a duty on 'relevant authorities' when exercising or performing any functions in relation to, or so as to affect, land in an AONB, to have regard to the purpose of conserving and enhancing the natural beauty of the AONB. Section 89 of the Act requires the preparation and publication of a partnership Management Plan and its periodic review by the appropriate local authorities.</p> <p><u>East Lindsey District Council Local Plan Alteration 1999; Saved Policy C11 A, B, C and D.</u> Section A: This clarifies that the Council will protect the natural beauty of the Lincolnshire Wolds AONB by not permitting development which would: i) harm landscape features which contribute to the character of the area; ii) harm the distinctive character, role or regional or local historic significance of the area; or iii) inhibit the quiet enjoyment of the AONB. Section B: Confirms that the following development will not be permitted in the AONB unless it is essential in the national or wider public interest and cannot be located elsewhere i) major or large scale development; ii) exposed hilltop or 'skyline' development; iii) hazardous installations; iv) telecommunications development v) large scale formal recreation uses; iv) development involving the significant loss of road verges and hedgerows. Section C: Clarifies the Council's position and parameters for approving small scale development within the AONB. Section D: Highlights that where development proposals in the AONB are otherwise acceptable in principle, they will not be granted planning permissions unless they have demonstrated how their layout, design, materials, scale, siting and appearance have taken account of, and complement, the locally distinctive characteristics of the landscape, settlements or buildings.</p> <p><u>Lincolnshire Wolds AONB Management Plan 2013-18.</u> The current partnership Management Plan has been formally adopted by all relevant authorities including East Lindsey District Council, Lincolnshire County Council, North East Lincolnshire Council and West Lindsey District Council. Its production was coordinated by the Lincolnshire Wolds Countryside Service, under the direction of the Lincolnshire Wolds Joint Management Group and the Lincolnshire Wolds Joint Advisory Committee (The formal AONB Partnership). The revised Plan is wide ranging in scope, dealing with the many environmental, social and economic issues impacting upon this deeply rural and highly scenic nationally protected landscape. In terms of planning and development management these topics are covered within Chapter 7 of the Plan (page 79 – 84) and seek to complement national and local planning policy and guidance. The overall objective in planning management terms is expressed through: PO – To seek to ensure that development plans and planning guidance recognise and uphold the primary purpose of the Lincolnshire Wolds AONB designation – the protection and enhancement of its natural beauty and special character. Other particular relevant policies include:- PP1 – To protect and enhance local character and distinctiveness through the highest quality design in new development and re-development. PP6 – To recognise and protect the AONB night skies and general tranquillity through ensuring future development minimises impact upon light and noise levels. PP9 – To ensure that where larger scale development must proceed within or adjacent to the AONB, because of other national interests, the highest regard is placed on minimising any impacts upon the primary purpose of the designation – the area's natural beauty.</p> <p><u>Refined Corridor Route B (Orange).</u> This route needs further consideration and discussion with partners, clearly we would wish to see a route that avoids the need to traverse directly through the AONB. We recognise and appreciate the challenge for securing an agreed route that would have minimal impact upon the Listed Gunby Hall Park and Gardens and its more immediate surrounds. <u>Refined Corridor Route C.</u> Note decision to now withdraw this route option. I can confirm that we had no objections to this route on AONB grounds; although aware that this was Natural England's least preferred route on nature conservation grounds, in particular on account of the importance of the Lincolnshire Coastal Grazing Marshes. <u>Refined Corridor Route D.</u> No objections to this route on AONB grounds, however I understand that there are ongoing technical challenges in securing this route option. Thank you for considering these comments - we await further news on the scheme as your plans develop.</p>

CONTACT US



You can find out more information by:



calling our freephone number:
0800 731 0561



Sending an email to:
vikinglink@communityrelations.co.uk



Writing to our freepost address at:
FREEPOST VIKING LINK



Visiting our website at:
www.viking-link.com

If you, or someone you know, would like information in Braille, audio, large print or another language, please call us on the freephone number above.