

Name: Louise Chadwick

IP No: [REDACTED]

Project: Sea Link EN20026

### **Relevant Representation on proposed changes (CR1)**

#### **Change 4 - Benhall Railway Bridge, Suffolk**

Together with my husband I responded to the Applicant's Change of Order Limits Consultation on 21 October 2025 in relation to Change 4, Benhall Railway Bridge. In response to the Change to the order limits at Benhall railway bridge, Suffolk [AS-138] I make the following points.

The proposal change to install a mini-bridge at Benhall Railway Bridge is not a minor change. It ought to have been included in the original DCO application. Whilst the proposed land grab included in the Consultation has been reduced the impact of a mini-bridge has not.

1. I understand that each AIL movement requires closing the bridge for three full days to install and remove the temporary mini-bridge. Because this closure exceeds weekend hours, it will inevitably disrupt weekday traffic, specifically impacting heavy goods vehicles associated with the Sizewell C, EA1N, and EA2 projects.

Closure for three days will have a significant impact on local road users at any time. As the junction provides access to Benhall Church and other parts of the village on the west side of the A12 this will severely disrupt the lives of local people.

2. The mini bridge approach's impact on AILs needs more assessment, especially regarding traffic congestion in Saxmundham and at the A12/B1119 Rendham Junction during temporary closures.
3. There is a lack of clear evidence regarding the number of over-weight vehicle movements, especially considering that construction machinery often arrives on low loaders exceeding 46 tonnes.
4. Minor repairs to the bridge to accommodate AILs is laughable considering point 3.

Once again the Applicant has shown scant regard for the impact of its proposed changes on the local area, communities and proper assessment of the issues raised by its late and sloppy approach to this application.

The need for the Applicant to apply last minute retrofitting measures to the Benhall Railway Bridge indicates a defect in the initial site selection for the converter station. This situation will force local communities to endure unnecessary disruption due to a flawed planning process. The need for these late-stage design modifications erodes public confidence and offers compelling evidence that the project warrants a comprehensive re-evaluation.