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IP No: [REDACTED]

Project: Sea Link EN20026

Relevant Representation on proposed changes (CR1)

Change 4 - Benhall Railway Bridge, Suffolk

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

The proposed installation of a mini-bridge at Benhall Railway Bridge is a significant change, not a minor one, and should have been included in the initial Development Consent Order application. While the scope of the associated land acquisition suggested in the consultation has been reduced, the impact of the mini-bridge itself remains substantial.

- To facilitate each AIL movement, the bridge must close for a three-day period to allow for the installation and removal of the mini-bridge. This schedule means the closure cannot be contained within a weekend and will interfere with standard weekday traffic, including high volumes of HGVs to and from Sizewell C, EA1N, and EA2.

A three-day closure would have a significant impact on local road users at any time. As it is the primary access point for Benhall Church and the west side of the village from the A12, it will cause severe disruption to the community.

- A comprehensive assessment of the mini bridge alternative's consequences for AIL movements hasn't been made, particularly concerning heightened traffic volumes through Saxmundham and at the A12/B1119 Rendham junction during temporary road closures for bridging.
- There is not enough evidence for the total number of trips to be made by vehicles over the weight limit. Heavy equipment is usually brought in on low loaders that weigh more than 44–46 tonnes.
- Minor repairs to the bridge to accommodate AILs is absurd considering the above.

The Applicant has persistently neglected to adequately consider the impact of its proposed changes on the local area and communities, a failure compounded by a delayed and poorly managed application process.

The need for the Applicant to implement eleventh hour retrofitting solutions to the Benhall Railway Bridge demonstrates that the converter station site was inappropriately selected. Local communities should not be forced to endure the disruption caused by a flawed planning process. This need for late-stage design changes erodes public confidence and provides strong evidence that the entire project requires re-evaluation.