

1. Initial reply to DCO did not take any bridge changes into account.
2. It is listed as a minor change, yet there is no detailed analysis of exactly what NG are going to do other than outline options. How can it be adjudged as minor when there is little detail on the final proposal with detailed specifics?
3. Without clear, identified solutions, it is impossible to say when and for how long the bridge could be either temporarily closed for A11's or if it will be closed for a long single period while the bridge is permanently strengthened. There is no clear intent stated by NG, without this it cannot be seen as a minor change.
4. Current journey from Sternfield to Woodbridge has increased from 24 minutes to 40 minutes with the traffic lights and speed restrictions. Adding bridge closures will make this worse.
5. At the last open hearing NG clearly were averse to the Northern access route as it would add over 40 thousand of hours to the HGV times to go that extra distance. There are over 12,000 vehicles a day use that part of the A12, previous restrictions and traffic lights have added at least 1 hour per day to this journey. As a rough estimate, on a 5-day working week, that is 60 thousand hours other travellers, business and commuters will be having to absorb in both time and fuel. Why do NG feel their time and costs are more valuable than the thousands of users of the A12 who these impacts daily should the bridge be closed and diversions / traffic controls in place.
6. Another reason they refute the Northern route was that it is Sizewell C emergency access. As Sizewell C is planned to be operational many years after SeaLink, and the HGV and construction traffic will have concluded by that time. I would like to say this is not a strong objection to using the Northern route. The Benhall Bridge is our emergency access route, again SeaLink are showing no consideration for the villages around Saxmundham, or Saxmundham itself.
7. As we have not seen any detail on the final proposal for either the Benhall Bridge or the Fromus Bridge including costs, how can NG say that the cost to have paid drivers take the longer Northern route, be more expensive than building / strengthening these so far unspecified bridges. What are the man hours needed to build / strengthen these bridges Vs. the additional time the paid drivers will need to circumnavigate Saxmundham via the Northern Route?
8. Some days we cross the Benhall bridge 8 times (4 each way) as we need to get to Farlingay High School. If this bridge is closed, then this will add additional journey time taking each trip closer to 1 hour with diversions. This would mean up to 8 hours travel to get our ADHD daughter to her place of work as a teaching assistant for SEN pupils.
9. With the addition now of LionLink and possibly GriffinLink when it progresses, the outlook is for years of disruption and multiple closures of this vital link for the community.