

Resident of Benhall Green

1. Benhall Bridge

- NGV purposefully disregarded knowledge of Benhall bridge structural constraints learned during SPR DOC hearings which they attended. This to undermine strawman alternate routes and privilege the preferred Western Route only deemed suitable based on undisclosed information.
- NSIP AIL trips total at least 10-18 Sea Link, 37 Lion Link and 10-28 Scottish Power not the seven in published information
- knock-on effects of upgrade will permanently industrialise rural area

2. Fromus Crossing

If above is recognised, the Crossing would be redundant, leading to

- no loss of heritage site (Hurts Hall)
- no loss of Fromus Valley site (EA statement during hearing)
- no need for permanent maintenance (Applicant recategorized this as an 'asset' not to be decommissioned)
- reduces budget for fixed infrastructure against cost of slightly longer travel times if SCC proposed route utilised

Is this actually a project-based issue or a financial issue of how funds spent are categorised for tax or other balance sheet purposes, and in reality, nothing to do with the groundworks?

3. Traffic load/roundabout modelling

- carefully chosen baseline disregards seasonal fluctuation of tourists and farm equipment
- modelling ignores cumulative effect of multiple NSIPs (wrong inaccurate assessment of significant roundabouts for modelling only three is deficient)

I support SCC proposal of sharing SZC haul road/Leiston Airfield with other NSIPs

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