

**SEALINK – OPEN FLOOR HEARING 24<sup>TH</sup> MARCH 2026**  
**Iain Brown (Ref. No. [REDACTED])**

Dear ExA Inspectors,

I am an Aldeburgh resident who is increasingly unconvinced by the veracity of the Applicant proposals overall and especially of the proposed changes that have been suggested to the ever-expanding footprint of the Friston / Kiln Lane NG Substation. This instance alone typifies the obfuscation and sleight of hand approach that we have endured during the process leading to this stage.

As has been widely reported, in its rush to speed up the “Planning Process”, the Government is in danger of destroying the most valuable aspects of this Heritage Coast.

As was highlighted recently by Suffolk County Council, and I quote;

“Government is planning to overhaul the nuclear system to speed up building, strengthen national and energy security, cut costs, and not get “bogged down in processes,” as described by the Prime Minister.

“Processes” that are currently the responsibility of local authorities, who are best-placed to consider the impacts on local communities and local environment.

This means that projects directly affecting Suffolk like Norwich to Tilbury pylons, Sea Link and LionLink risk causing more harm to local communities and environment, when decisions and powers to discharge will fall to DESNZ, rather than experienced local authorities.” End quotes.

In other words, it is practically removing the affected communities from any consultation process and effectively silencing opposition or protest to these ill-conceived energy projects in this region.

As the Applicant has previously presented inaccurate information to the Examining Authority, it is of massive concern if this Process is to be further constrained without due reference to the Communities affected.

For example, the ludicrous changes proposed for the Benhall Railway Bridge, which will certainly bring more chaos to an area already suffering the ravages of the Sizewell C development and the subsequent increase in heavy traffic flow. And with that has come an increase in traffic volume, erosion of road surfaces by heavy vehicles, increased danger to local road users and severely impacting the wildlife that is displaced and frequently killed on the roads.

Even the Applicant's negotiations with the Crown Estate appear to have met resistance, with Crown Estate indicating - "deep unease about the environmental consequences and cumulative impact". And as their recent evidence of negotiations with other landowners has shown, the Applicant is very far from having overcome the myriad of objections that still persist in agreeing access in many areas.

Naturally, the cumulative impact of this onslaught of energy projects has a majorly adverse effect on the local communities, their economic prospects, continued viability and general health and well-being. And there is already massive stress on the natural resources of the area which will exponentially increase to a catastrophic level if further projects like Sea Link and Lionlink are consented.

There are many questions as yet left unanswered and it begs the major question, as to whether the Applicant has fully addressed the fundamental Need for this project to even be in this area at all?

And how can the Applicant justify the compulsory acquisition of land when the Needs case remains so obviously unproven? Under EN-1 and the Planning Act of 2008, these powers require a **compelling case in the public interest**, and in this instance a case which many believe has not been met.

This whole proposal must be reconsidered and not be consented at this stage and most certainly , not in this region. It is the wrong project in the wrong place.

Thank you for your consideration.

Yours sincerely,

Iain Brown

Aldeburgh Resident.