The Great Grid Upgrade

Sea Link

Sea Link

Volume 9: Examination Submissions

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1. Introduction

1.1 Proposed Construction Access to the Suffolk Converter

1.1.1 The Sea Link Project includes the construction of a converter station near Saxmundham in Suffolk. The main proposed construction access route for the converter station is off the A12 at Benhall, over the Benhall Railway Bridge along the B1121, then along a new access road from the B1121 south of Saxmundham, over the River Fromus and into the works site.

1.1.2 The purpose of this document is to provide further information to address the comments that have been made by Suffolk County Council and other interested parties, raising concerns over use of the Benhall Railway Bridge, B1121 and to confirm National Grid's confidence within the proposed access route.

1.1.3 The Benhall Railway Bridge currently has a reduced weight restriction of 46 tonnes which is sufficient to carry the vast majority of vehicles required for the construction works. This weight limit was reduced from 80 tonnes to 46 tonnes by Suffolk County Council shortly before submission of the Development Consent Order (DCO) application for Sea Link.

1.1.4 The vast majority of vehicles that would access the converter station site during construction would be below 46 tonnes and the weight limit provides no impediment to these vehicles using this access route. However, mitigation measures would be required to enable a limited number of Abnormal Indivisible Loads (AILs) to cross the bridge.

1.1.5 The highway network is not typically designed to accommodate AIL vehicles and it is common for mitigation measures to be required to enable these vehicles to travel from their point of origin to their destination. The presence of a bridge with a weight limit on a route to be used by an AIL is therefore not unusual, and the application of standard mitigation measures to enable the vehicles to cross these structures is part of business-as-usual for the Applicant and the AIL specialists that the Applicant uses to transport large loads around the network. The Applicant has over 470 transformers installed around the country and have replaced over 100 of these in the last 10 years as part of general maintenance of assets, so the movement of these loads around the country is part of the Applicant's normal operations as well as being required for new projects such as Sea Link.

1.1.6 The precise nature of mitigation works required depends on the size of the loads and vehicles, which is not known with certainty until orders are placed, and the condition of the highway network, which is continuously evolving. Therefore, whilst applicants consider the feasibility of AIL routes at the DCO application stage, as National Grid has done in this case, the details of mitigation measures are confirmed post consent. As an exception, National Grid has investigated mitigation measures in greater detail than is normally required at the application stage on Benhall Railway Bridge due to concerns raised by the local highway authority and other parties on this structure specifically. However, this does not indicate that the Applicant agrees that there is any issue with the routing or the bridge that cannot be managed post consent.

1.1.7 The Applicant has explored a number of mitigation options to enable heavier vehicles to cross the Benhall Railway Bridge. Three mitigation options are presented in this study as they each have benefits and disbenefits that need to be considered. The Applicant is looking to retain all three options through to the detailed design stage of the project so the most beneficial outcomes can be achieved. Exploration of these options provides further reassurance that access to the converter station site for AIL vehicles can be provided.

1.1.8 At an earlier stage a fourth option was considered, which comprised the installation of a semi-permanent bridge across the Benhall Railway Bridge. This option was rejected following further investigation because it performed poorly in comparison to the options presented in this study. For further information on this option and the reasons it has been rejected please see section 2.5. of **Application Document 9.76.2 Change Request Report [CR1-052]**.

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Plate 1.1 Location Plan

1.1.9 The Applicant's preferred option (Option 1) is to undertake remedial works to the Benhall Railway Bridge to improve durability, prevent further deterioration and bring the structure up to a suitable capacity for the projects AIL vehicles. This would enable the use of the B1121 for all AIL vehicles which is the shortest route to the site minimising the use of the local road network for construction traffic. This option would mean that whilst there are impacts associated with the Applicant repairing the local highway network on behalf of the local highway authority, these impacts would be over a single period (and not greater than they would be if the local highway authority carried out the same works on their asset). It is preferred by the Applicant predominantly due to this being the preference of the local highway authority and local planning authority, providing additional long term benefits of the Sea Link project. This option would remove the need for short term closures for the installation of a mini-bridge (Option 2) for each crossing for Sea Link and other projects that may use the bridge in the future, particularly the Lionlink project.

1.1.10 This option requires a structural inspection and assessment of the bridge to be carried out before the scope and programme of works can be finalised, the Applicant has commenced negotiations with SCC and Network Rail to gain the necessary approvals to undertake this assessment. As the assessment and remedial works programme would be dictated by 3rd parties there is a minor risk that this option would not align with the construction programme for the project. Given that the precise nature of works is not yet known, on further investigation it is also possible that no works are required, or that greater works are required than can be completed as part of the Sea Link project.

1.1.11 Due to the programme and uncertainty risk associated with the preferred remediation option, the Applicant is retaining an alternative option for the crossing of the Benhall Railway Bridge. This option was previously the Applicant's preferred option and provides assurance to the Applicant that an access can be provided for AIL movements should Option 1 not be preferred on further investigation. Option 2 includes the use of a temporary over bridge for the AIL deliveries. This option is a standard access solution used in the planned movement of AILs across the highway network and has been used by the Applicant and their contractors on numerous previous projects. This 'mini bridge' option was assessed at the planning stage by the Applicant, their structural designers and experienced hauliers as being a viable solution for crossing Benhall Railway Bridge. A topographical survey and utilities investigation has helped to inform the assessment of this option.

1.1.12 A third option available to National Grid is to use the AIL route proposed from the A12 at Yoxford along the B1122, utilising the Sizewell Link Road if operational at the time of need, travelling through Leiston and along the B1069 Snape Road to the projects proposed access point S-AP-6 (S-BM04). From this access point AILs would use the projects cable haul road to reach the converter construction site. This is not the preferred option, but given the very small number of movements that exceed the Benhall Railway Bridge weight limit, would provide a viable fall-back option. This option is provided here in the light of SCC's continued concerns, to provide certainty that a feasible access can be provided in the extremely unlikely scenario that options 1 and 2 are not deliverable.

1.2 Proposed Use of Benhall Railway Bridge

1.2.1 The proposed main construction route for the Sea Link converter station is off the A12 at Benhall, crossing the Benhall Railway Bridge and continuing along the B1121 to a new bell mouth and access road south of Saxmundham at access point S-AP-14 (S-BM09). Sea Link's current understanding is that the LionLink project proposes to use the same access route for the majority of its converter construction traffic and therefore will require similar use to that proposed by Sea Link if the project is approved. It is currently anticipated that LionLink will be approximately 2 years behind Sea Link in terms of its planning and construction programme.

1.2.2 Throughout the construction phase there will be multiple LGVs and HGVs per day, coming to, and going from, site that will need to pass over the Benhall Railway Bridge and a short way along the B1121 to the new bell mouth onto a new access road to site. This route is intended for the majority of the construction traffic for the converter station project as it is the most direct way into site and avoids having to pass through multiple villages. The existing Benhall Railway Bridge is currently limited to 46 tonnes and is capable of carrying the majority of construction traffic for the project.

1.2.3 During the construction phase there will be seven (7 number) transformers delivered to site and a further 8 deliveries/removals of AIL vehicles for piling rigs, cranes etc. This is the basis of the assessment of options within this technical note i.e. these are the only vehicles that would be above the weight restriction on the bridge. A total of 15 closures is assessed as being a reasonable worst case scenario where an overbridge is utilised based on the selection of plant and equipment by the contractor being influenced by the constraint posed by the bridge and the ability of the contractor to coordinate deliveries of plant; noting that the coordination of the transformers has not been factored into this assessment and provides a potential opportunity to further reduce closures.

1.2.4 The heaviest and largest vehicles to be considered are the transformer delivery vehicles. Each transformer weighs 315 tonnes (shipping weight without oil). Each will be delivered on a girder trailer similar to the example shown in the figure below. In this example each bogie has 14 axles and each axle imposes a load of 14.1 tonnes. It is estimated that a maximum of 8 axles would act on the bridge at any one time resulting in a total load of approximately 113 tonnes which would exceed the 46 tonne current restriction.

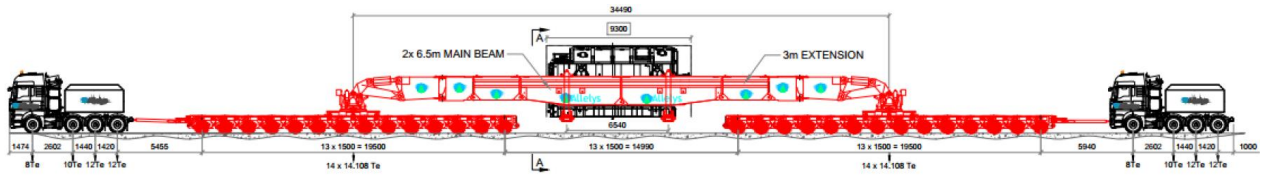

Plate 1.2 Example of a girder trailer carrying a transformer

1.2.5 In addition to the girder trailer shown above, the expected types of general construction vehicles that will use the bridge are shown in the table below. As discussed above some of these including low loaders delivering plant and mobile cranes that are included within the AIL movements that would require mitigation at the bridge.

Table 1.1 Expected types of general construction vehicles that will use the bridge

Vehicle	Equipment	Typical Size (m) (L x W x H)	Duty
Tipper lorry	Eight-wheeled tipper lorry	9 x 2.9 x 3	Lift and transport materials to site
Fuel tank	7,500 litre bunded fuel tanker	7,500 litre	Provide fuel to the vehicles on site
Artic lorry	DSV mega trailer	13.62 x 2.55 x 3.87	Transport necessary materials to site

Vehicle	Equipment	Typical Size (m) (L x W x H)	Duty
Roller	Ammann AV 70-2	3.95 x 1.45 x 2.5	Compaction of asphalt on roads and earthworks
Concrete mixer lorry	8 m^3 capacity	9.6 x 2.55 x 3.75	Deliver concrete to site
Medium low loader	20 tonne capacity low loader	16.48 x 2.9 x 3.87	Transport HV plant equipment, steel structures and (items below and above) to site
Excavator	Hyundai HX300 (30 tonne excavator)	10.56 x 2.99 x 3.29	Excavate the site for convertor station, ponds and drainage
Tele handler	JCB 17 metre telehandler	6.36 x 2.44 x 2.69	Lift equipment into position on site
Piling rig	Assume Soilmec SF-50 (pile diameter 380-600mm)	Transport dimensions 16.4 x 2.5 x 3.3	Install piles on site
Dump truck	30 tonne bell dump truck	9.95 x 2.76 x 3	Transport materials such as stone on site
Small crane	50T crane, LTM 1050-3.1	11.6 x 2.55 x 3.78	Lift heavy materials into position on site
Medium crane	NHC 100T crane	13.3 x 2.9 x 3.98	Lift heavy materials into position on site
Large crane	LIEBHERR 200–250 tonne crane	15.4 x 3.1 x 3.98	Lift heavy materials into position on site

1.2.6 After the construction works are complete the Suffolk converter station will be in its operational phase. Throughout the operational phase there will be several cars attending site every day and the occasional van and HGV, routine maintenance activities can occur without the need for AIL deliveries. In the unlikely event of a transformer failure at either the Suffolk site or the Kent site, a transformer may need to be delivered or removed from the Suffolk converter station. In addition, major maintenance activities could also require AIL movements such as the delivery and departure of a large crane. Such movements would require the use of the Benhall Railway Bridge again, with a repeat of the temporary overbridging solution if the bridge is not remediated, which contributes to remediation being the Applicant's preferred mitigation strategy.

1.2.7 Other elements of the project in Suffolk include the proposed new Friston substation and cable routes to the coast. The majority of the substation and cable construction

traffic take a separate route off the A12 onto the A1094 at Friday Street then onto the B1069 Snape Road to new bell mouths to the cable haul road. These movements will not use the Benhall Railway Bridge. Cable AIL vehicles will use the route described in section 1.1.12 of this report due to a weight restriction of 80 tonnes on the Network Rail overbridge on the A1094 between the A12 and B1069.

2. Benhall Bridge Existing Condition and Technical Solutions

2.1 Existing Structure

2.1.1 Benhall Railway Bridge, located west of Benhall village is a single-span bridge that supports the 6.7m wide single carriageway along the B1121 over a non-electrified, single-track segment of the East Suffolk rail line. The bridge, reconstructed in 1956, spans approximately 10.75m at a skew angle of about 42 degrees, with a square span of 8m. The total width between the parapets is around 13.7m. The bridge deck comprises 19 steel I-beams encased in reinforced concrete supported by mass concrete abutments and wingwalls, which are founded on 0.5m diameter bored piles.

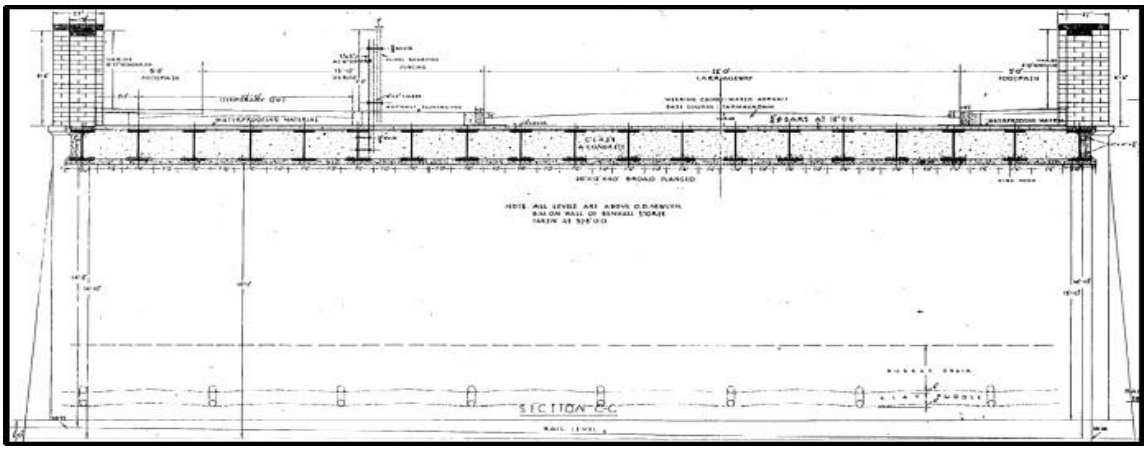

Plate 2.1 Section of Benhall Bridge

2.1.2 A recent Principal Inspection, August 2024, reported that the bridge was found to be in a fair overall condition and all defects identified in the previous inspection [2016] do not appear to have deteriorated except for potentially the most significant defect which is the spalled section of deck exhibiting corrosion near the abutment. Since 2016 according to records the area affected has increased. Accordingly, Suffolk Highways have concerns over the condition of the encased steel beams of the railway bridge, therefore the recommended structural capacity of the bridge has been restricted to STGO 1, 46 tonnes as a precaution.

2.1.3 As shown in the figure below multiple axles would load the 10.75-metre bridge span at a given time. Therefore, it is likely the 46-tonne weight restriction placed on the bridge deck would be exceeded. In the case of the load arrangements shown below the nominal weight on the bridge deck would be in the order of 113 tonnes.

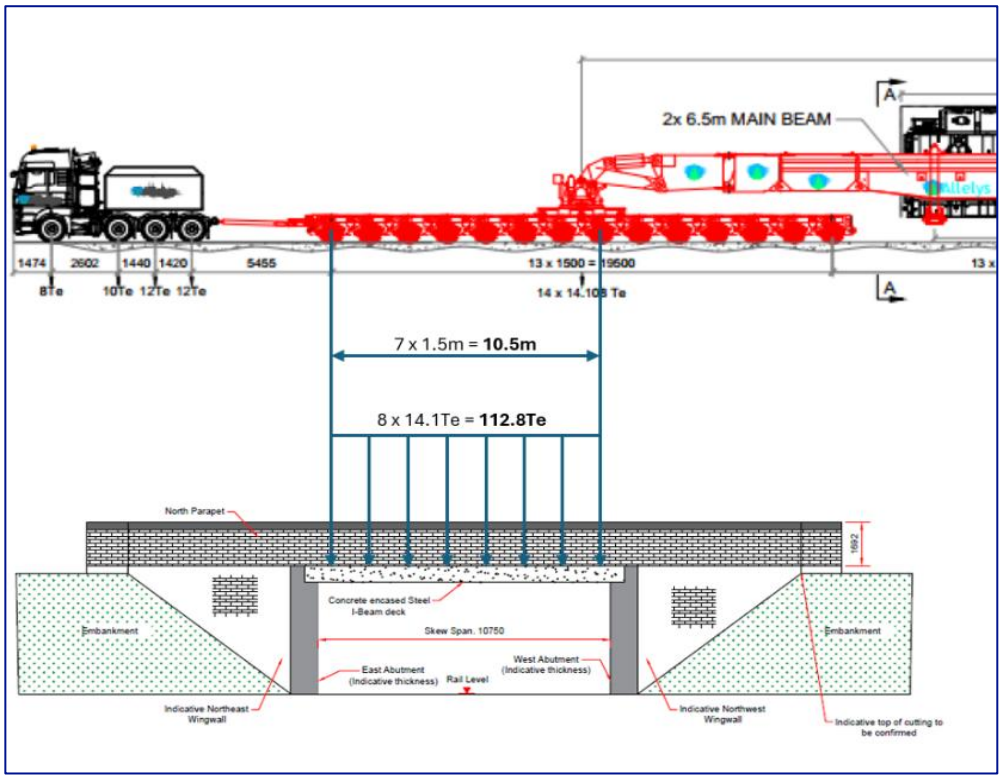

Plate 2.2 Illustration of loads imposed on bridge

2.1.4 Three options are being considered as introduced above.

2.1.5 **Option 1 mitigation of existing bridge** – enabling existing deck to carry the AIL movements.

2.1.6 **Option 2 mini overbridge** - span over the existing deck and beyond abutments with a temporary mini bridge – provided for the AIL movements only

2.1.7 **Option 3 do nothing to Benhall Railway Bridge** - use an alternative route. All construction vehicles with a weight less than STGO 1 will use the bridge to access construction of the convertor station. The AIL movements would use an alternative route to site.

2.2 Option 1 Mitigation of Existing Bridge

2.2.1 Having considered the records available for this structure and any changes in condition, standards or loading, SCC's Structures Condition and Assessment Manager has stated that considering the uncertainty of the condition of the encased steel beams, the bridge is restricted to HA (STGO 1, 46T) vehicles until further investigations into the condition of the beams is undertaken as a precaution.

2.2.2 SCC have confirmed that an assessment to DMRB (CS 453) in order to quantify its structural capacity, with a proposed checking category of CAT II would be the required process. SCC have further stated that this assessment should be undertaken alongside further investigations.

2.2.3 The Applicant has proposed an investigation and assessment in line with the requirements of SCC and have issued an Approval in Principle to Network Rail and SCC to gain approval for carrying out the works. Network Rail have confirmed that

subject to approval of risk assessments and method statements from the investigation contractor they are happy with the proposed investigation. At the time of writing the Applicant Grid is awaiting a response from SCC to enable these works to proceed.

2.2.4 Following confirmation of acceptance of the investigation from SCC, the Applicant will book the necessary track and road space to undertake the investigations. It is estimated that the investigation works will take up to two-night shifts to complete.

2.2.5 Following receipt of the investigation results the structural assessment will be undertaken following the methodology outlined in sections 2.2.6 to 2.2.10 or as amended following feedback from SCC.

2.2.6 The superstructure will be assessed using a two-dimensional elastic grillage model 2D grillage model developed in Midas Civil 2022 (v1.1) to determine global load effects under assessment loading in accordance with CS 454 and CS 458. The grillage will represent a filler-beam deck per CS 457 Clause 7.35, comprising steel I-beams fully encased in concrete with monolithic infill between adjacent beams; no separate transverse slab is present. The grillage will represent the deck system comprising 19 longitudinal steel I-beams encased in concrete and the associated transverse slab elements. Bearing articulation will be idealised as simply supported, with longitudinal restraint at one end and free movement at the other, reflecting the absence of discrete bearings confirmed during the 2024 Principal Inspection in accordance with CS 457 Clause 7.9, noted in the inspection records.

2.2.7 In line with CS 457 (Clauses 7.7-7.9), global bending and shear effects will be obtained by elastic analysis; moment redistribution will not be permitted, and effective span will be taken as clear span plus the lesser of ½ metal-section depth or projection past the face of support. Given the absence of verified bond/confinement, the deck is treated as a non-complying filler-beam system per Clause 7.45; the analysis therefore adopts a non-composite (steel-only) stiffness model, with any partial interaction only credited if confirmed by the Inspection for Assessment (IfA) bond checks in accordance with Clauses 7.15-7.23 and 7.40-7.42.

2.2.8 Temperature and shrinkage-induced stresses will be calculated separately and combined with the grillage-derived load effects in accordance with CS 457 Clauses 7.22 to 7.23 and 7.43. However, as permitted by Clause 7.43.1, these effects may be demonstrated to be negligible for filler-beam construction if confirmed during the analysis. No moment redistribution will be permitted, and shear-lag effects will be neglected, in accordance with Clauses 7.8 and 7.39.

2.2.9 Temperature-induced stresses will be calculated separately and combined with the grillage-derived load effects. No parapet assessment will be undertaken, as per Section 4.1.7. Similarly, no substructure impact assessment is required because the East Suffolk railway line beneath the bridge is non-electrified and the assessment relates to construction traffic traversing over the structure rather than under it,. in accordance with CS 453 Clause 2.3, which allows qualitative substructure assessment where there is no change in substructure loading or risk to the underlying infrastructure.

2.2.10 The substructure and foundations will be assessed qualitatively based on the condition of mass concrete abutments and bored pile foundations confirmed during the Inspection for Assessment (IfA). Intrusive investigations (concrete coring, inclined cores, and ferro-scanning) will verify material properties and dimensions. For steel members, gross section properties will be used and locally reduced where IfA confirms section loss; a condition factor Fc = 0.9 (CS 454) will be applied pending confirmation. Hand calculations will be used to check critical bending and shear actions near supports and

beam ends, particularly for sections where corrosion has been observed, and sensitivity studies will quantify the influence of section loss on capacity. Hand calculations will supplement software outputs for critical sections, particularly shear at supports and sensitivity checks for section loss in steel beams.

2.2.11 Having reviewed the Principal Inspection report and the limited information on the bridge structure provided to date, the Applicant is of the opinion that remedial works to the bridge could be undertaken within a reasonable timeframe and that such remediation works would prevent further deterioration. Following remediation the Applicant would look to provide confirmation through assessment that the structure is able to take the proposed AIL loads for the project. The remediation of the bridge is considered viable due to the assessed fair overall condition of the bridge within the 2025 Principal Inspection, which indicates that a larger scale repair or replacement of the bridge is unlikely to be necessary currently.

2.2.12 The mitigation of the existing bridge would address concerns raised by SCC over the proposed use of Benhall Railway Bridge in the following ways:

Table 2.1 Concerns raised by SCC that Option 1 mitigation of existing bridge addresses

Concern Point	Addressed How?
1 - Structural capacity of existing bridge.	Potentially addressed – could potentially bring the existing bridge back to 33HB, allowing transformer AIL deliveries to pass over. Subject to findings of the investigation and assessment.
2 - Feasibility of overbridging due to geometry.	N/A
3 - Impact on traffic queueing at A12 junction.	Proposal will be to close the B1121 during the works so no queuing traffic will impact the A12. Potential for one way traffic during the works to reduce diversion traffic.
4 - Interaction with Network Rail.	Network Rail possessions likely required depending on nature of bridge remedial works. Coordination with Network Rail is ongoing, the requirement for a possession will have a programme implication on the works.
5 - Impact of road closures and diversion routes	The inspection works would likely occur overnight due to the need to obtain ‘rules of the route’ access to the railway; this would coincide with low traffic volumes on the B1121. Similarly remedial works are likely to be over a weekend possession or series of possessions of the railway. A worst case scenario of a 28 day closure of the B1121 has been considered in the submission to account for a potential requirement from Network Rail of limiting works on the deck of the bridge to possessions only, however the Applicant would look to further mitigate this duration through temporary works design and phasing of the remedial works. Mitigations as part of the proposed diversions temporary traffic management will be agreed with SCC including

Concern Point	Addressed How?
	agreed diversion routes and traffic calming/speed limits. Continued deterioration of the structure would ultimately result in remedial works having to be undertaken by others, as the condition worsens then any remedial works are likely to take longer and cause increased disruption to road and rail users. It should be noted that the closures required to repair the structure on the local highway network would be required regardless of whether the works are undertaken now by the Applicant, or the local highway authority at a later date. If repairs are not undertaken and further deterioration occurs, repairs undertaken at a later date by the local highway authority could result in greater closures than are required for the Applicant to address the issue now.

2.3 Option 2 Mini-bridge Overbridge

2.3.1 The mini bridge solution would be proposed /arranged by the heavy haulage contractor appointed to transport the AILs. The mini bridge would be built up from steel modules to form steel beams spanning over the Benhall Railway Bridge. These beams would have to be sufficiently long to avoid loading the bridge superstructure, then supported onto large steel plates arranged to spread the vertical load transferred directly onto the carriageway. It would be planned so that the mini bridge is installed ahead of the AIL delivery and once the load has passed over Benhall Railway Bridge the mini bridge structure would be dismantled and removed using low loaders. For safety reasons, a 3-day road closure to install/cross/dismantle is required on the B1121 for each movement. The girders and plates would be brought to site in sections to avoid the need for large crane lifts, telehandlers or small cranes would be used to lift the girders into place for connection, avoiding lifts over the railway and therefore the need for railway possessions during the works.

2.3.2 In July 2025 a topographical survey of the Benhall Railway Bridge was undertaken to inform the assessment of installing a mini bridge spanning the structure. This assessment shows that the bridge is wide enough and the curvature of the road is sufficiently low to enable the installation of a mini bridge solution. The mini-bridge could be transported to the site for each use or stored at the compound at the converter station site, with no need for a construction compound adjacent to the bridge.

2.3.3 The mini bridge has been considered in detail by the Applicant and is considered to be technically feasible based on the following assumptions and due diligence checks on loads applied to the plate sections that rest on the B1121 are able to surcharge downwards without detriment to the existing abutments/wingwalls. Further certainty would require the structural assessment of the bridge following a structural survey which the Applicant is in the process of arranging. However, it is noted that this type of structural survey is not normally carried out prior to consent of a DCO application.

2.3.4 The mini bridge would address the SCC concerns in the following ways:

Table 2.2 Concerns raised by SCC that Option 2 Mini-bridge Overbridge addresses

Concern Point	Addressed How?
1 - Structural capacity of existing bridge.	Takes loads off the bridge superstructure.
2 - Feasibility of overbridging due to geometry.	Can be assembled/installed within the available space.
3 - Impact on traffic queueing at A12 junction.	Road is closed during installation. The overbridge is removed after each transformer delivery then two-way traffic reinstated.
4 - Interaction with Network Rail.	Network Rail would need to be informed of the works but have confirmed that the railway can remain in operation so long as oversailing of the railway is not proposed.
5 - Impact of road closures and diversion routes	The number of road closures required for the project would be limited to 15. Mitigations as part of the proposed diversions temporary traffic management will be agreed with SCC including agreed diversion routes and traffic calming/speed limits.

2.4 Option 3 do Nothing to Benhall Bridge (AIL alternative access)

2.4.1 For the AIL deliveries only, alternative access has been considered using the following route.

2.4.2 Leaving the A12 at Yoxford, via the B1122 through Theberton and Leiston and along the B1069 to the cable haul road towards site. Highway potential pinch points include the Middleton Road level crossing Abbey Road level crossing and the Park Hill footbridge in Leiston. The cable haul road may require increased stone quantities for the AIL axle loads and/or additional profiling involving earthworks so that the girder trailer vehicle can travel along it. Allowance has been made within the submission for this option in terms of the limits of deviation for the cable haul road alignment.

2.4.3 This option does not address future infrequent AIL access potentially required for maintenance activities. Either option 1 or 2 would need to be considered for maintenance, or the cable haul road temporarily reinstalled. Noting that option 2 would require fewer closures for maintenance so impacts would be lower than during construction.

2.4.4 Doing nothing to the existing bridge and finding an alternative route for AIL deliveries would address the SCC concerns in the following ways:

Table 2.3 Concerns raised by SCC that Option 3 do nothing to Benhall Bridge (AIL alternative access) addresses

Concern Point	Addressed How?
1 - Structural capacity of existing bridge.	The Benhall Railway Bridge would see general construction traffic only. Heavier AIL loads do not use Benhall Railway Bridge.
2 - Feasibility of overbridging due to geometry.	No overbridging required therefore geometry not an issue.
3 - Impact on traffic queueing at A12 junction.	No bridge works therefore no traffic management, no speed restrictions, no traffic lights required.
4 - Interaction with Network Rail.	No bridge works therefore no interaction with Network Rail.
5 - Impact of road closures and diversion routes	Although no road closures would be required there would be a localised impact on road users during the AIL movements, these would be increased for this option as the route to the site from the A12 is significantly longer and is routed through more residential / urban locations. National Grid are liaising with Suffolk Constabulary on the necessary support required to escort these vehicles over the duration of the project.

3. Conclusion

3.1.1 The Applicant is confident in its proposals for the construction access to the Suffolk converter station site. The Applicant recognises the benefits of providing remediation to the Benhall Railway Bridge and confirms this as its preferred option, as discussed with the local highway authority. Additional options have been retained as they provide surety to the Applicant of the validity of construction access for all necessary construction traffic for the project.

3.1.2 Inclusion of all three options in the Applicant's submission allows for the selection of a workable solution(s) nearer the time of the works, across a range of scenarios that may develop as the project progresses, whilst also addressing SCC's concerns. The solutions put forward will allow for flexibility within the project so that the most efficient and effective methods can be employed for the benefit of the local people, the council, electricity consumers and other stakeholders.

3.1.3 The project timescales and the expected point in the works sequence when the majority of AIL movements are expected to need the use of the Benhall Railway Bridge means there is currently sufficient time for the assessment works required to be undertaken to confirm the details of the proposed solution. However, a hybrid solution may also be considered that enables initial AIL movements to be completed using options 2 or 3 whilst option 1 works are completed mid programme, as option 1 is dependent on the availability of railway possessions. In this scenario the main works would be programmed such that the projects HGV construction traffic would not utilise diversion routes through Saxmundham to reach the site.

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