

ExQ. 1.12.5

National Highways agree the methodologies and models used in the Applicants Transport Assessment and its conclusions. In addition, National Highways agree that the solar farm development will have very little impact on the A12 Chelmsford to A120 widening scheme.

Although there are up to 533 workers per day only 55% are likely to be non-local and impact on A12 J19. It is also anticipated that non-local staff would stay within local accommodation and then be transferred to/ from the Solar Farm Site by shuttle service to be provided as part of the scheme.

As a result of the construction vehicle numbers and worker distributions there are only 77 total vehicles (2 HGVs) using the Boreham Interchange during the AM peak (07:00-08:00) which will have very little impact on the operation. There is also very little impact to the junction during the AM peak from the A12 Chelmsford to A120 widening scheme.

The PM peak hour for the solar farm's construction workers is also anticipated to be during (18:00-19:00) which is the hour after the peak of the A12 Chelmsford to A120 widening scheme (17:00-18:00). Although there will be issues with the junction already, as shown with the A12 Chelmsford to A120 widening scheme, the distribution of the Solar Farm construction traffic means that very little traffic will actually interfere with the Boreham Interchange operation between 17:00-18:00. Only 13 total vehicles will head southbound on the A12 from Boreham while only 2 will travel to the NB slip road, with a further 5 vehicles accessing the NB slip from the RDR.

It is therefore apparent that there will be negligible impact to the operation of J19 during the AM, IP or PM peaks as a result of this scheme.