



Longfield Solar Farm

Statement of Common Ground – National Highways

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Longfield Solar Energy Farm Ltd

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1. Introduction

1.1 Purpose of this document

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared as part of the proposed Longfield Solar Farm Development Consent Order (the Application) made by Longfield Solar Energy Farm Ltd (The Applicant) to the Secretary of State for Business, Energy and Industrial Strategy (the Secretary of State) pursuant to the Planning Act 2008 (PA 2008).
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available in the deposit locations and/or the Planning Inspectorate website.
- 1.1.3 The purpose of this SoCG is to set out the position of the parties, so far as they relate to matters of concern for National Highways, arising from the construction and operation of the proposed Development Consent Order in interrelation with National Highways' assets in general and with the proposed A12 Chelmsford to A120 Widening scheme. This SoCG has been produced to confirm to the Examining Authority (ExA) where agreement has been reached between the parties, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and focus on specific issues that may need to be addressed during the examination.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) Longfield Solar Energy Farm Ltd as the Applicant and (2) National Highways.
- 1.2.2 National Highways (previously Highways England) became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing National Highways made provision for all legal rights and obligations of the national highways, including in respect of the Application, to be conferred upon or assumed by National Highways.
- 1.2.3 Collectively, Longfield Solar Energy Farm Ltd and National Highways referred to as 'the parties'.

1.3 Terminology

- 1.3.1 In the table in the Issues chapter of this SoCG:
 - “Agreed” indicates where the issue has been resolved.
 - “Not Agreed” indicates a final position, and
 - “Under discussion” indicates where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties.

2. Record of Engagement

2.1 Summary of consultation

2.1.1 The parties have been engaged in consultation since a very early stage including in the form of National Highway's Scoping Opinion which was prepared in November 2020. A summary of the key meetings and correspondence that has taken place between the Applicant and National Highways in relation to the Application is outlined in Table 2.1.

Table 2.1 - Record of Engagement

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
28.01.2021	Meeting	<p>Background to the scheme</p> <p>Proposed access strategy</p> <p>Proposed routing strategy (construction and operation)</p> <p>Highway improvement schemes, including:</p> <ul style="list-style-type: none"> • A12 Chelmsford to A120 Widening scheme • Boreham Interchange modifications • Chelmsford NE Bypass • Other committed developments <p>Transport Assessment (TA) – initial scoping discussions</p> <p>Construction Traffic Management Plan (CTMP) – initial scoping discussions.</p>
08.02.2021	Meeting	<p>Identification of potential synergies between the A12 to A120 Widening Works scheme and the Applicant with respect to timescales, proposed highway arrangements and other considerations such as in relation to compounds and the workforce.</p>
11.06.2021	Meeting	<p>An update on both projects including a review of timescales, cumulative impacts and construction methods.</p>
11.11.2021	Meeting	<p>An update on both projects including a review of documents to accompany A12 Chelmsford to A120 Widening scheme DCO submission.</p>
25.11.2021 – 30.11.2021	Email correspondence	<p>Provisional Order Limits Overlap and how construction and operation would be</p>

coordinated between schemes, setting up a need for a SoCG.

11.01.2022	Meeting	Overview of the project and open discussion
10.02.2022 – 15.02.2022	Email correspondence	Longfield confirming the agreed text to describe the scheme on the A12 Interrelationship document [T010060/APP/7.6]
22.06.2022	Meeting	Applicant and National Highways to agree authoring of SoCG and deadline for first draft.
<u>September 2022 - TBA</u>	<u>Meeting</u>	<u>Applicant and National Highways to discuss matters still under discussion in the SoCG.</u>

2.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Longfield Solar Energy Farm Ltd and (2) National Highways in relation to the issues addressed in this SoCG.

3. Issues

3.1 Consultation, Engagement and SoCG

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
1.1	Pre-application Consultation	<p>We note that the proposals are at an early stage and it is therefore difficult for Longfield Solar Energy Farm Limited to fully inform us of the possible impacts of the proposal on the Strategic Road Network.</p> <p>We are however, a little disappointed that Longfield Solar Energy Farm Limited has not engaged with Highways England prior to commencing the recent non-statutory public consultation on the proposed solar farm project. The current consultation on the solar farm project runs from 2 November 2020 to 14 December 2020.</p> <p>[National Highways Scoping Opinion, November 2020]</p>	Noted. Engagement has since been held on a regular basis (see Section 2 of this SoCG).	Agreed
1.2	Pre-application Consultation	<p>It is strongly advised that you speak to us before undertaking work as this has been shown to result in a smoother passage through the planning process.</p> <p>[National Highways Scoping Opinion, November 2020]</p>	Noted. Engagement has since been held on a regular basis (see Section 2 of this SoCG).	Agreed
1.3	Pre-application Consultation	<p>It would be useful in the near future to have a transport workshop between the Solar Farm, A12 Chelmsford to A120 Widening Scheme and Essex County Council Highways to understand and align strategies and DCOs timelines.</p>	Noted – these have subsequently taken place (see Section 2 of this SoCG).	Agreed

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
		[National Highways Scoping Opinion, November 2020]		
1.4	Pre-application Consultation	<p>Early discussions began in June <u>January</u> 2021 with the Applicant to gain an understanding on the access strategy and routing strategy and begin initial scoping discussions for each DCO's <u>the Transport Assessment (TA) and Outline CTMP in relation to the DCO and the A12 Scheme.</u></p> <p>Continuous meetings have since occurred between National Highways and the Applicant to discuss potential cumulative impacts, construction traffic management, SRN impact and capacity assessment and SoCG.</p> <p>[Jacobs on behalf of National Highways Relevant Representation (for the A12 Chelmsford to A120 Widening Scheme), June 2022]<u>[National Highways Written Rep, August 2022]</u></p>	Noted.	Agreed
1.5	Engagement	<p>National Highways are interested to participate during the hearing session and any other transport assessment review, Statements of Common Ground, local impact reports, and written related topics and discussions for the above-mentioned project.</p> <p>[National Highways Relevant Representation, April 2022]</p>	Noted.	Agreed
1.6	SoCG	<p>When the time comes National Highways will need to work with the Applicant to agree a Transport Plan and elements of the construction and environmental management plan. It will be necessary to develop a SoCG ahead of examination period for both projects and finally have discussions about the Draft DCOs for the projects.</p>	Noted. This document forms the Statement of Common Ground.	Agreed

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
1.7	SoCG	<p>[National Highways Scoping Opinion, November 2020]</p> <p>National Highways are currently negotiating SoCG with the Applicant as expeditiously as possible to agree our requirements. This will <u>working with the Longfield Solar Energy Farm Ltd to progress a SoCG, which will be submitted to the Planning Inspectorate prior to and during Examination. The SoCG will cover areas of assessment that remain to be agreed and accepted, notably those concerning the construction phase and any necessary requirements.</u></p> <p>We look forward to working with the applicant in respect of agreeing the SoCG.</p> <p>[Jacobs on behalf of National Highways Relevant Representation (for the A12 Chelmsford to A120 Widening Scheme), June 2022] [National Highways Written Rep, August 2022]</p>	<p>Noted – as set out within this document. The SoCG will be shared with the ExA during Examination.</p>	Agreed

3.2 Longfield Solar Farm DCO Submission Documents

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
2.1	TA and Glint & Glare Assessment	We will in due course expect to see a Transport Assessment (TA) setting out the impact of the proposal, not just in operation but also during construction and decommissioning at end of life. The TA should be carried out in accordance with Policy laid out in Department of Transport Circular 02/2013, WebTAG and Highway England's protocol on dealing with planning applications. We will also need to see a glint and glare report to ensure that users of the A12 are protected from undue distraction. [National Highways Scoping Opinion, November 2020]	Noted. Engagement has since been held on a regular basis (see Section 2 of this SoCG).	Agreed
2.2	TA and Glint & Glare Assessment	States expectation that a Transport Assessment and Glint and Glare assessment will be prepared. [National Highways Statutory Consultation, June to July 2021]	Noted. Engagement has since been held on a regular basis (see Section 2 of this SoCG).	Agreed
2.3	DCO Submission Documents	The DCO sets out a list of consents being sought by the Applicant. Those relevant to National Highways include Framework Construction Traffic Management Plan (CTMP), Outline Construction Environmental Management Plan (CEMP), Environmental Statement (ES) Chapter 13: Transport and Access and ES Appendices 13A and 13B. The TA for the Applicant has been produced by AECOM on behalf of the Applicant, dated February 2022. It can be found in the ES, Appendix 13A: Transport Assessment. The TA presents an assessment of the transport impacts of the scheme during construction, operation and decommissioning phases.	Noted – these have subsequently taken place (see Section 2 of this SoCG).	Agreed

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
		<p>The strategic highway impacts during Longfield Solar Farm construction, are reported in Environmental Statement, Chapter 13: Transport and Access and the Framework CTMP.</p> <p>The strategic highway impacts once the scheme is operational, are reported in Environmental Statement, Chapter 13A: TA, chapter 6. Proposed Trip Attraction and Distribution.</p> <p>The strategic highway impacts once the scheme is at the decommissioning phase, are reported in Environmental Statement, Chapter 13: Transport and Access.</p> <p>[Jacobs on behalf of National Highways Relevant Representation (for the A12 Chelmsford to A120 Widening Scheme), June 2022]</p>		
<u>2.4</u>	<u>TA Methodology</u>	<p><u>National Highways agree the methodologies and models used in the Applicants Transport Assessment and its conclusions.</u></p> <p><u>[National Highways Responses to ExQ1, August 2022]</u></p>	<u>Noted</u>	<u>Agreed</u>

3.3 Access and Routing

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
3.1	Access and Routing with Respect to the A12(T)	<p>The development proposal is parallel to the A12 between junction 19 and junction 20a. The closest point the scheme comes to the A12 is some 30m to the north of the A12. It is proposed within Longfield Solar Farm's DCO that during construction the main access route to the site will be Waltham Road via Cranham Road, utilising a private road via Boreham Interchange/RDR for Bulls Lodge Substation compound and construction. The A12 Chelmsford to A120 Widening scheme also proposes to utilise this private road's access for construction purposes including a haul route. Effort is being made between both parties to ensure the private road is shared between both schemes.</p> <p>[Jacobs on behalf of National Highways Relevant Representation (for the A12 Chelmsford to A120 Widening Scheme), June 2022]</p>	Noted.	Agreed
3.2	Sustainable Travel Modes	<p>National Highways will need to work collaboratively with the provision of Walkers Cyclists and Horse rider's infrastructure and work towards a co funding strategy for third party benefits.</p> <p>[National Highways Scoping Opinion, November 2020]</p> <p>As of to the day of this SoCG National Highways has not been approached to discuss the provision of WCH.</p>	Noted. This will be discussed.	Under Discussion

3.4 Construction Phase

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
4.1	Construction Traffic Movements	<p><u>National Highways</u> considers the applicant's traffic forecast of 207 vehicles per day during the peak year, and provides own figures for A12 and A120 widening in a table and using a map. <u>National Highways</u> focuses its conclusion on the use of the Private Road during this period, and states in paragraph 6.15 that <i>"The Applicant has estimated 46 HGVs per day and 48 LGVs/ cars per day (during peak construction phase) utilising the private road. The A12 Scheme will detail construction traffic movements on the private road as the design develops. However, the project does not foresee having vast amount of construction traffic movement using the private road due to this route being required only for Paynes Land Bridge construction and potentially material deliveries"</i>. [National Highways Written Rep, August 2022] As mentioned in paragraph 6.2 of the Relevant Representations, the Applicant proposes to utilise Boreham Interchange, which at the time of their construction will be the responsibility of National Highways. There is estimated movement total of 92 HGVs and 188 vehicles per day at 2025 peak construction. [Jacobs on behalf of National Highways Relevant Representation (for the A12 Chelmsford to A120 Widening Scheme), June 2022]</p>	<p>The National Highways review of the forecast construction traffic from the application proposal and the A12 and A120 widening projects is noted. No further action or discussion is necessary with regard to construction traffic numbers. This is incorrect as the quoted figures relate to Longfield Solar Farm construction traffic using the private road to/ from Bulls Lodge substation, and not the Boreham Interchange. Based on the traffic flow diagrams which supported the Transport Assessment for the Longfield Solar Farm DCO Submission, there is expected to be a total of 84 HGVs and 123 cars/ LGVs arriving and departing at the Boreham Interchange per day at 2025 peak construction, equating to a total of 207 vehicles (414 two-way movements) per day. This represents all trips travelling to/ from the A12(T) at the junction as a result of Longfield Solar Farm and includes trips travelling to/ from Bulls Lodge Substation as well as the Solar Farm Site. It is understood that National Highways is checking this response and further discussion will be required.</p>	Under Discussion/Agreed
4.2	Programme	<p>The Longfield Solar Farm project and the A12 widening project are likely to be under construction at the same time, this will require careful planning (e.g. construction traffic for the Solar Farm during the A12 widening works) and</p>	<p>Noted, ongoing discussion have taken place and a cumulative review of both projects has been carried out as part of the TA [EN010118/APP/6.2], Framework CTMP [EN010118/APP/6.2(A)] and ES [EN010118/APP/6.1] which supported the Longfield Solar Farm DCO submission. The</p>	Agreed

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
		<p>there may be opportunities to work together to save abortive costs. [National Highways Scoping Opinion, November 2020]</p>	<p>Longfield Solar Farm ES [EN010118/APP/6.1] concluded that no cumulative impacts were envisaged upon the highway network based on the assessment undertaken.</p>	
4.3	Programme	<p>It is noted that Longfield Solar Farm construction programme is between 2024 –2026 with the construction peak being 2025. A12 Chelmsford to A120 Widening scheme construction programme is set to also begin in 2023, ending in 2027. Every effort should be made to ensure road access routes are not overwhelmed with construction traffic.</p> <ul style="list-style-type: none"> - Table 5 shows construction worker movement will be 576 in and out each day which is significant (however it is noted that the use of shuttle buses and longer Summer working hours will minimise the impact). - It is appreciated that there is mention of making routing arrangements during the construction of A12 Chelmsford to A120 Widening Scheme, however more clarity is needed on how the routing will change and if this will have any cumulative impacts on other access routes. <p>[National Highways Pre-Application Response, May 2021]</p>	<p>Noted, ongoing discussion have taken place and a cumulative review of both projects has been carried out as part of the TA [EN010118/APP/6.2], Framework CTMP [EN010118/APP/6.2(A)] and ES [EN010118/APP/6.1]-which supported the Longfield Solar Farm DCO submission. The Longfield Solar Farm ES concluded that no cumulative impacts were envisaged upon the highway network based on the assessment undertaken.</p> <p>The figures within Table 5 of the Longfield Solar Farm TA Scoping Report related to construction workers, rather than construction worker vehicle movements. Nonetheless, these figures have since been superseded by Tables 13-3 and 13-4 of the Longfield Solar Farm ES which identify a total of 169 construction worker vehicle movements in and out each day (338 two-way movements) due to shuttle buses which significantly reduce expected vehicle trips (compared to worker numbers).</p> <p>In terms of the proposed routing, it is understood that the A12(T) would remain open throughout the Longfield Solar Farm construction programme when construction vehicles are expected to travel to/ from the Order limits during the day and that alternative routing arrangements would not therefore be required. However, this will need to be reviewed should there be any expected periods of A12(T) closures during the A12</p>	Under Discussion

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
4.4	Programme	<p><u>The construction period for Longfield Solar Farm is acknowledged as 2024-2026. The A12 to A120 widening scheme is confirmed as 2024-2027. [National Highways Written Rep, August 2022]</u>As mentioned in the TA, Longfield Solar Farm construction period is 2024-2046, peak construction in 2025. The A12 Scheme construction programme and peak construction of 2025 mirrors that of Longfield Solar Farm. It is noted within 3.5 of the Framework CTMP, that the A12 Scheme's construction will begin in 2025, however it is 2024-2027. [Jacobs on behalf of National Highways Relevant Representation (for the A12 Chelmsford to A120 Widening Scheme), June 2022]</p>	<p>The TA reports the Longfield Solar Farm construction period as 2024-2026, and not 2024-2046. Whilst it is acknowledged that the proposed construction programme for the A12 to A120 Widening Scheme will commence one year earlier than reported within the Longfield Solar Farm DCO submission. However, this is not expected to affect the outcomes of the assessment work given that both schemes will continue to overlap during the peak (assessed) Longfield Solar Farm construction phase of 2025.</p>	Under Discussion <u>Agreed</u>
4.5	The Impact on the Strategic Road Network	<p>We believe this proposal will have no significant impact on the A12 or the A12 Chelmsford to A120 Widening scheme provided continuous discussions are held with Highways England and the appropriate accommodations are made during construction, where necessary [National Highways Pre-Application Response, May 2021]</p> <p><u>National Highways agrees that the solar farm development will have very little impact on the A12 Chelmsford to A120 widening scheme. [National Highways Responses to ExQ1, August 2022]</u></p>	<p>Noted. Two meetings have been held with National Highways in relation to the development proposal and potential implications (included within Table 2.1 above).</p>	Agreed

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
4.6	The Impact on the Strategic Road Network	For the purposes of clarity, National Highways' interests relate solely to the construction phase of the Longfield Solar Farm (LSF). [Jacobs on behalf of National Highways Relevant Representation (for the A12 Chelmsford to A120 Widening Scheme), June 2022]	Noted.	Agreed
<u>4.7</u>	<u>Boreham Interchange</u>	<u>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.</u> <u>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 A12Chelmsford 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.</u>	<u>Noted.</u>	<u>Agreed</u>

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
4.78	A12(T) and Boreham Interchange	<p><u>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. [National Highways Responses to ExQ1, August 2022]</u></p> <p><u>Paragraph 5.4 of LSFongfield Solar Farm Framework CTMP states there is expected to be no daytime closures at Boreham Interchange during the A12 Scheme construction, which National Highways can confirm is correct for Monday to Friday, only with weekend closures occurring.</u></p> <p><u>The A12 Scheme will require narrow lane running through this section to create the necessary working space. Single carriageway night-time or weekend closures will be required to install and remove the narrow lane running. Installation of beams and temporary works to widen the bridge will require infrequent off-peak total closures. Further phased restrictions will be required on the junction 19 slip roads, including lane and full closures. Some construction activities will require a directional closure or total closure of Boreham Bridge.</u></p> <p><u>The narrowing of lanes may have an impact on the Proposed Development at LSFongfield Solar Farm HGV movements, particularly abnormal loads. As mentioned in the relevant representation submitted June 2022, National Highways suggest the Applicant should be reflect on Boreham Interchange highway constraints within the detailed CTMP.</u></p> <p><u>Payne's Lane Bridge will require full carriageway closures of the A12, A138 slip road and junction 19 northbound entry slip for construction activities</u></p>	<p>A Detailed CTMP will be prepared by the appointed contractor for Longfield Solar Farm to reflect these constraints. Appropriate management and mitigation will be implemented to retain construction vehicle access to/ from the Order limits, such as by avoiding parts of the network which are unsuitable for accommodating construction vehicles or by avoiding periods when parts of the network are closed if necessary.</p>	Under Discussion

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
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such as installation of the bridge spans. Subject to the details that will be identified during the detailed design, it may be that these highway closures need to be coordinated with the closure of the Great Eastern Main Line (GEML). In such circumstances, particular care will be needed to ensure diversion routes for the highway and replacement rail services are coordinated, if required.

Traffic would be diverted onto a temporary junction 19 northbound on-slip from the junction 19 northern roundabout to minimise disruption whilst constructing a retaining wall between the A12 and the adjacent railway. This will require closure of the A138 slip road and the junction 19 northbound entry slip. This closure will enable more of the works to be carried out during daytime hours, facilitating the works and reducing the nuisance. However, to create additional working space and off-peak lane restrictions will be required on the A12.

[National Highways Written Rep, Paragraphs 6.7-6.11, August 2022]

Within paragraph 5.4 of Longfield Solar Farm Framework CTMP, it states there is expected to be no daytime closures at Boreham Interchange during the A12 construction, which National Highways can confirm is correct for Monday-Friday with weekend closures occurring for the structure. However, on Boreham Bridge, lanes in both directions will be narrowed to enable extension works on the northside of the bridge. Similarly, the mainline on the existing A12, will be narrowed, pushing traffic away from the verge towards the central reservation.

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
4.89	Private Road to/ from Bulls Lodge Substation	<p>The narrowing of lanes may have an impact on Longfield Solar Farm HGV movement, particularly abnormal loads, therefore National Highways suggest Longfield Solar Energy Farm Ltd should be reflect this highway constraints within the detailed CTMP.</p> <p>[Jacobs on behalf of National Highways Relevant Representation (for the A12 Chelmsford to A120 Widening Scheme), June 2022]</p> <p>As mentioned in the Framework CTMP and shown in 'Appendix B – Surrounding Highway Network', Longfield Solar Farm proposes to utilise a private road via Boreham Interchange/RDR for Bulls Lodge Substation compound and construction. The A12 Scheme also proposes to utilise this private road's access for construction purposes including a haul route, compound and lay down area and soil storage. Effort is being made between both parties to ensure the private road is shared between both schemes during construction, <u>working together to agree and establish this in the SoCG</u>.</p> <p>However, there remains uncertainty with regards to the status of the private road. The private road is currently owned by Countryside Zest (Beaulieu Park) LLP and is expected to become an adopted highway upon completion of the Beaulieu Park development, the timing of which is unknown. Prior to the adoption of the highway, it is still to be agreed which entity will act the Principal Contractor, therefore highway rules to be complied with remain uncertain (i.e. speed limits, access controls). National Highways and Longfield Solar Farm are working together to agree and establish this in the SoCG.</p>	<p>It is acknowledged that there will be a requirement for both schemes to share the private road to/ from Bulls Lodge Substation during construction. Measures to manage construction vehicles along the private road are set out within the Longfield Solar Farm Framework CTMP [EN010118/APP/6.2(A)]. Measures to manage construction vehicles along the private road will also be set out within the A12 Scheme Outline CTMP. Access between the RDR, private road and the A12 will be retained for both schemes, including with respect to the order limits for the proposed haul route, compound and lay down area and soil storage for the A12 to A120 Widening Scheme.</p> <p>Further discussions to be held once the Principal Contractor has been determined.</p>	Under Discussion

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
		<p><u>Additionally</u>, National Highways are seeking to ensure access is retained from the RDR/private road to access <u>A12 site for construction purposes</u> order limits for proposed haul route, compound and lay-down area and soil storage. National Highways will seek to implement this as a requirement within Longfield Solar Farm <u>LSF DCO</u> if necessary.</p> <p><u>There is a need for agreement to be sought prior the Applicant's DCO decision to ensure appropriate maintenance and liability responsibilities in relation to the impact of the use of the private road for the construction of the Proposed Development and the A12 Scheme are in place prior to any construction programme beginning.</u></p>		
		<p>[Jacobs on behalf of National Highways Relevant Representation (for the A12 Chelmsford to A120 Widening Scheme), June 2022] <u>[National Highways Written Rep, Paragraphs 7.2 to 7.4, August 2022]</u></p>		
<u>4.910</u>	Interactions with the A12 to A120 Widening Scheme	<p>We would like to work with the promoter to understand and manage the interactions between the Solar Farm scheme and the A12 J19 to 25 Widening scheme as well as any impacts on the Strategic Road Network. [National Highways Scoping Opinion, November 2020]</p>	<p>Noted, several discussions have taken place to understand the potential interactions (see Section 2 of this SoCG) and further details of these including the potential impacts on the SRN are set out within the TA <u>[EN010118/APP/6.2]</u> and ES <u>[EN010118/APP/6.1]</u> which supported the Longfield Solar Farm DCO submission.</p>	Agreed
<u>4.1011</u>	Interactions with the A12 to A120 Widening Scheme	<p>We will also need to know how and where any connecting cables will cross our network, there may be ways of accommodating cable crossing with the A12 widening works, thereby saving disruption and costs for both parties and the travelling public.</p>	<p>The proposed Longfield Solar Farm Grid Connection Route will not cross the A12; the only locations where cable crossings are proposed to cross the highway network (outside of the Solar Farm Site itself) is on Waltham Road and on the private road to/ from Bulls Lodge Substation.</p>	Agreed

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
		[National Highways Scoping Opinion, November 2020]		
4.4112	Interactions with the A12 to A120 Widening Scheme	To ensure minimal impacts on either construction programme(s) and surrounding communities, we strongly advise continuous communications between Longfield Solar Farm and Highways England. [National Highways Pre-Application Response, May 2021]	Noted, these discussions have taken place (see Section 2 of this SoCG).	Agreed
4.4213	Interactions with the A12 to A120 Widening Scheme	The construction A12 widening team sees no objection to the plans presented by the Longfield Solar Farm. We will, however, seek to work closely with your team on site and continue with discussions that would allow us to work cooperatively, in particular the access to your substation (marked with a circle on the map below), as that is currently identified as a potential access route to our earthworks to the north of J19. [National Highways Statutory Consultation, June to July 2021] National Highways agrees that the solar farm development will have very little impact on the A12 Chelmsford to A120 widening scheme. [National Highways Responses to ExQ1, August 2022]	Noted.	Agreed
4.4314	Interactions with the A12 to A120 Widening Scheme	National Highways concerns regarding the construction phase, relate to the proposed A12 to A120 Widening Scheme (A12 Scheme) which is a Nationally Significant Infrastructure Project (NSIP) preparing for a Summer 2022 submission. National Highways has identified a number of areas from ongoing discussions with Longfield Solar Energy Farm Ltd and associated DCO documentation which remain to require	Noted and points of clarification have been reviewed further below where necessary based on the Relevant Representations received.	Agreed

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
		<p>clarification and agreement between parties. The matters on which National Highways requires further information and/or clarification are set out below in each relevant section and listed in full at the end of the document.</p> <p>On receipt of clarification requested, National Highways may seek requirement(s) to be imposed by the DCO to manage the impact of the construction phase, particularly relating to A12 Scheme use of the private road from the Radial Distributor Road (RDR) during construction. These requirements will be detailed in our Written Representations at the Examination stage. [Jacobs on behalf of National Highways Relevant Representation (for the A12 Chelmsford to A120 Widening Scheme), June 2022]</p>		
4.1415	Proposed Mitigation	<p>If transport mitigation on the strategic network is needed then this should be discussed with National Highways to avoid abortive work or collude strategies. [National Highways Scoping Opinion, November 2020]</p>	<p>Longfield Solar Farm is not expected to have any adverse impacts on the Strategic Road Network as a result of the embedded mitigation put forward as set out within the TA [EN010118/APP/6.2], Framework CTMP [EN010118/APP/6.2(A)] and ES [EN010118/APP/6.1] which supported the DCO submission.</p>	Agreed
4.1516	Proposed Mitigation	<p>Notes that there is an overlap in construction period with the A12, but also the mitigation put in place by Longfield Solar Farm and welcomes further engagement. [National Highways Statutory Consultation, June to July 2021]</p>	Noted.	Agreed
4.1617	Proposed Mitigation	<p>It is noted by National Highways that a separate CTMP will be prepared for the A12 Chelmsford to A120 Widening Scheme (7.2.5 Framework CMTP). In addition, National Highways are scheduled to share the A12 Scheme Outline</p>	<p>Noted and it is expected that this CTMP will also include measures to reduce the cumulative effects of both Longfield Solar Farm and the A12 Chelmsford to A120 Widening Scheme during the construction phase.</p>	Agreed

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
		CMTP with Longfield Solar Energy Farm Ltd prior to submission. [Jacobs on behalf of National Highways Relevant Representation (for the A12 Chelmsford to A120 Widening Scheme), June 2022]		

3.5 Operational Phase

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
5.1	The Impact on the Strategic Road Network and A12 to A120 Widening Scheme	We believe that impact during operational use with 5-8 daily staff accessing the site will have no significant impact on the A12 or the A12 Chelmsford to A120 Widening Scheme during construction, operation or dismantling. [National Highways Pre-Application Response, May 2021]	Noted, based on the Longfield Solar Farm ES [EN010118/APP/6.1] there is expected to be a daily maximum of eight vehicles (or 16 daily two-way vehicle trips) during the operational phase.	Agreed
5.2	The Impact on the Strategic Road Network	<u>The strategic highway impacts once the LSFLongfield Solar Farm is operational, are reported in Environmental Statement, Chapter 13A: TA, chapter 6. Proposed Trip Attraction and Distribution.</u> Having reviewed the DCO documentation, we are satisfied that there are no significant adverse transport implications for the SRN once construction is complete and the scheme is operational. The TA states that <u>at Boreham Interchange</u> a maximum of eight vehicles (or 16 daily two-way vehicle trips) are expected daily. This number of trip will be negligible on the SRN and therefore National Highways have no comment at this time. [Jacobs on behalf of National Highways Relevant Representation (for the A12 Chelmsford to A120 Widening Scheme), June 2022] <u>[National Highways Written Rep, Paragraphs 8.1 and 8.2, August 2022]</u>	Noted.	Agreed

3.6 Decommissioning Phase

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
6.1	The Impact on the Strategic Road Network	<p><u>The strategic highway impacts once the scheme is at the decommissioning phase, are reported in Environmental Statement, Chapter 13: Transport and Access.</u></p> <p>Longfield Solar Farm LSF documents state that the decommissioning assessment year is assumed to be no earlier than 2066 and is expected to be similar in duration and nature to the construction phase, albeit slightly shorter in duration and with fewer vehicle trips. Therefore National Highways have no comment at this time.</p> <p>[Jacobs on behalf of National Highways Relevant Representation, June 2022] [National Highways Written Rep, Paragraphs 8.3 to 8.5, August 2022]</p>	Noted.	Agreed

3.7 Conclusion

Ref	Sub-topic	Stakeholder Comment	Applicant's Response	Status
7.1	Acceptability of the Application	<p><u>National Highways are in support of the LSF Longfield Solar Farm application subject to agreement on the use of the private road via Boreham Interchange/RDR and clarification on the Principal Contractor, conversations for which are ongoing. It is noted by National Highways that a separate CTMP has been prepared in relation to the A12 Scheme. In addition, A12 Scheme Outline CMTP is now available for the Applicant to view on PINS website.</u></p> <p><u>The parties are currently working towards agreeing a SoCG.</u></p> <p><u>[National Highways Written Rep, August 2022]</u><u>National Highways do not object to the Applicant's Application subject to agreement on the use of the private road via Boreham Interchange/RDR and clarification on the Principal Contractor, conversations for which are ongoing. [Jacobs on behalf of National Highways Relevant Representation, June 2022]</u></p>	<p>Noted and agreement is being sought on the use of the private road via Boreham Interchange/ RDR <u>and clarification on the Principal Contractor as identified further above.</u></p>	Under Discussion

4. Signatories

4.1 Overview

4.1.1 The above SoCG is agreed between Longfield Solar Farm Limited (LFS Limited) (the Applicant) and National Highways, as specified below.

Duly authorised for and on behalf of **Longfield Solar Limited**

Name

Job Title

Date

Signature

Duly authorised for and on behalf of **National Highways**

Name

Job Title

Date

Signature