East Pye Solar Communication Team

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4 November 2026

East Pye Solar – Proposed Changes to the DCO Application

Dear Sir/Madam,

I am writing to inform you of proposed changes to the Development Consent Order (DCO) application for East Pye Solar and provide you with the opportunity to comment on the proposed changes before a Change Application is submitted.

We submitted an application for a DCO to the Planning Inspectorate in March 2026. The application was accepted for Examination by the Planning Inspectorate in April 2026, and the Examination is currently ongoing.

Since submission, we have continued to engage with stakeholders and undertaken a further review of the Scheme. This has informed a number of minor changes to the application. These changes are intended to make limited refinements to the Scheme, including in response to updated information received since submission and include:

- **Change 1**: Update to the Works Plan (Work No. 8) to include a temporary construction and decommissioning laydown area; and
- **Change 2**: An increase to the forecast traffic movements during the construction phase.

We are contacting you because the proposed changes are located within your Parish Council area. We are therefore providing you with information about these proposed changes and the opportunity to comment before the Change Application is submitted. Further information about the changes can be found in this letter.

A Change Notification was submitted to the Examining Authority on 30 October 2026. The Change Application itself is anticipated to be submitted on 20 November 2026.

We would therefore welcome any comments you wish to provide by **13 November 2026**, so that these can be considered before the Change Application is submitted. Comments can be submitted by email to **info@eastpyesolar.co.uk** or in writing to **FREEPOST EAST PYE SOLAR** (no stamp required).

Change 1: Works Plans Changes

Change 1 comprises inclusion of a temporary construction and decommissioning laydown area in Sub-Site 7F. A temporary construction and decommissioning laydown area was included in the Preliminary Environmental Information Report (PEIR) at Site 7D (in close proximity to the laydown area subject of this proposed change) at the Statutory Consultation stage but was not carried through into the final application, as the design developed.

This change will seek to update the Works Plan to include the temporary construction and decommissioning laydown area within Sub-site 7F.

Change 2: Traffic Generation Changes

Change 2 comprises an update and increase to the forecast construction traffic movements arising from an updated traffic generation methodology. This update reflects additional information that has become available from comparable solar developments.

In particular, a more detailed construction traffic generation methodology has been developed for Island Green Power's West Burton Solar Project following detailed design and engagement with construction contractors. This includes a more detailed breakdown of the individual activities and components contributing to construction traffic generation.

A review of this methodology identified opportunities to refine and update the assumptions underpinning the Scheme's construction traffic assessment and ensure consistency with the latest construction planning information available. This more detailed information has been reflected in forecasts for the Scheme.

The updated methodology for the Scheme results in higher forecast HGV movements during the construction phase, particularly on routes serving sites containing substations and BESS infrastructure, including B1527, B1134 and associated sections of the A140. LGV forecasts and the construction traffic routing strategy remain unchanged, as do forecasts for the National Grid Substation and cable route corridor. Overall, the updates reflect refined construction traffic assumptions rather than any change to the proposed routing strategy.

The updated construction traffic generation figures, the updated traffic assessment outputs, and an updated Outline Construction Traffic Management Plan (CTMP) will be provided within the Change Application. Further details can be found in the enclosed summary.

Please find enclosed:

- Change Application Plan
- A summary of the updated methodology and reasoning for the uplift (presented in Appendix B of the Change Notification).

Should you have any queries regarding the contents of this letter, please do not hesitate to contact the project team using the details below:

- Call us on **0808 281 3175**
- Email us at **info@eastpyesolar.co.uk**
- Write to us at **FREEPOST EAST PYE SOLAR** (no stamp required)
- Visit our website at **www.eastpyesolar.co.uk**

Yours sincerely,

Alex Caines

Project Development Manager

On behalf of East Pye Solar Limited

Appendix B Updated Construction Traffic Forecasting Methodology

B.1 Introduction

B.1.1 The construction traffic forecasts were originally reported in **ES Volume 1 Chapter 11 – Transport and Access (APP-047)** and **Appendix 11.1 Transport Assessment (APP-174 to APP-177)**, which were submitted by the Applicant as part of the Development Consent Order (DCO) application for the Scheme.

B.1.2 Since the DCO submission, the assessment of effects associated with construction traffic, the preparation of the associated management plans and the construction traffic forecast methodology has been updated. This update reflects additional information that has become available from comparable solar developments. In particular, a more detailed construction traffic generation methodology has been developed for Island Green Power's West Burton Solar project following detailed design and engagement with construction contractors. This includes a more detailed breakdown of the individual activities and components contributing to construction traffic generation.

B.1.3 A review of this methodology identified opportunities to refine and update the assumptions underlying the construction traffic assessment and ensure consistency with the latest construction planning information available.

B.1.4 The updated methodology for the Scheme will provide a component-by-component assessment of construction traffic generation

Updated Construction Trip Generation

B.1.5 Table 7-1 compares the construction traffic forecasts submitted as part of the DCO application with the updated forecasts derived from the updated trip generation assessment. The table presents forecasts for all vehicles and HGV movements associated with the Scheme and highlights the difference between the submitted and updated forecasts. Whilst all vehicle totals increase as a result of the updated assessment, this is solely due to increases in HGV movements, with LGV trip generation remaining unchanged from what was previously assessed.

Table 7-1 Comparison of Submitted and Updated Forecast Construction Traffic Flows by Road Link

Link	Submitted Flows		Updated Flows		Difference	
	All Vehicles	HGVs	All Vehicles	HGVs	All Vehicles	HGVs
01 - A140 (N-B1527)	295	67	382	154	87	87
02 - B1527	170	38	264	132	94	94
03 - A140 (S-B1527)	221	67	308	154	87	87
04 - Bungay Rd	0	0	0	0	0	0
05 - Fairstead Ln (W)	100	22	134	56	34	34
06 - Norwich Rd	0	0	0	0	0	0
07 - Broaden Ln	0	0	0	0	0	0
08 - Littlebeck Ln	28	6	32	10	4	4
09 - Shotesham Rd	82	20	94	32	12	12
10 - B1332 (North)	131	6	135	10	4	4
11 - Harvey Ln	66	14	94	42	28	28
12 - B1527 (Woodton)	172	50	190	68	18	18
13 - B1332 (South)	136	70	186	120	50	50
14 - Alburgh Rd	38	8	44	14	6	6
15 - The St	21	5	41	25	20	20
16 - Lodge Rd	0	0	0	0	0	0
17 - B1134	98	38	166	106	68	68
18 - The Grn	0	0	0	0	0	0
19 - Wash Ln	0	0	0	0	0	0
20 - Baxter's Ln	0	0	0	0	0	0

Link	Submitted Flows		Updated Flows		Difference	
	All Vehicles	HGVs	All Vehicles	HGVs	All Vehicles	HGVs
21 - A140 (S-B1134)	143	67	230	154	87	87
22 - Spring Lane	28	6	32	10	4	4
23 - The Krons	100	22	134	56	34	34
24 - Fairstead Ln (E)	0	0	0	0	0	0
25 - Fylands Rd	25	3	27	5	2	2
26 - Bussey's Loke	25	3	27	5	2	2
27 - Heath Rd	30	8	34	12	4	4
28 - Market Ln	16	4	18	6	2	2
29 - Wood Ln	0	0	0	0	0	0
30 - Edge's Ln	0	0	0	0	0	0

Summary of Changes

B.1.6 The updated trip generation methodology has principally affected HGV movements, with LGV trips remaining unchanged from those previously assessed. The construction traffic routing strategy remains unchanged from that assessed within the DCO Application. Consequently, links which did not previously accommodate construction traffic continue to record no change in forecast traffic movements.

B.1.7 Construction traffic associated with all solar PV sites has increased relative to the assessment submitted with the DCO Application, with proportionately greater increases occurring at sites containing substations and BESS infrastructure. This reflects the revised methodology giving greater recognition to the construction activities associated with these infrastructure elements, resulting in them accounting for a greater proportion of overall construction traffic than was estimated within the original assessment.

B.1.8 Some of the largest increases are observed on the B1134 Station Road and the associated sections of the A140. This is expected as these routes provide access to infrastructure works, including the BESS and substations and other key electrical infrastructure within this part of the Scheme. Whilst the National Grid Substation is also accessed from this route, trips associated with the National Grid Substation have not been updated and remain as previously assessed.

B.1.9 Overall, the updated methodology results in higher forecast HGV movements across the Scheme. However, the greatest increases are concentrated on routes serving sites containing substations and BESS infrastructure, reflecting the updated balance of construction activities represented within the trip generation forecasts rather than any change to the construction traffic routing strategy.