

# MINUTES

**Meeting Title:** East Pye Solar DCO Transport Scoping – Meeting with Norfolk County Council

**Attendees:** (JC) Norfolk County Council  
(MD) Norfolk County Council  
(TH) Stantec  
(FL) Stantec

**Date of Meeting:** 15 October 2024

**Location:** Virtual, via MS Teams

**Project Number:** 333101211

Subject	Actions
<p>TH briefly introduced the Project and details of the proposed study area, site layout, and indicative construction details.</p> <p>TH noted that National Highways may be engaged with as the construction route may take vehicles along A143 to the south. MD noted that based on past project experience, National Highways will be engaged with in particular for AILs and vehicles which are travelling from nearby ports.</p> <p>MD noted that A140 is an extremely busy commuter corridor and an arterial road into Norwich, with the busiest period being between 07:30 – 09:00. TH added that consideration will be given to avoid network peak periods where appropriate, in particular for AILs and for large concrete pours, the cable corridor and HDD. It was also highlighted that there was an advantage that the currently proposed construction hours will mean that construction staff will be able to avoid network peak periods.</p> <p>TH requested if there was any information on DfT traffic data, as there does not appear to be any data collected in the study area past 2019. It was also requested if there was any existing transport models which could be assessed, such as for Long Stratton Bypass. JC advised that Stantec speak to the NCC modelling department.</p> <p>MD asked for clarification on the point of connection, substation size and the number of substations and BESS. TH confirmed that there will be a new 400kV substation at the point of connection along with an additional 132kV substation in site area 5. There may be several additional 132kV substations across the site, in order to maximise generating efficiency.</p> <p>TH confirmed that the trip-generation numbers presented are for the entire development, including solar sites, BESS, and substations. MD noted that this clarification has been an issue with previous developments.</p> <p>JC noted that the A140 / B1134 roundabout may be challenging, however TH confirmed that AIL specialist consultants are being</p>	<p>JC to share contact details for modelling department with Stantec. <b>Post-meeting: contact details have been shared via MS Teams.</b></p> <p>Stantec to engage with NCC highways team (modelling and safety team are under one umbrella).</p>

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Subject	Actions
<p>engaged with to ensure all proposed BESS and substation sites are accessible by AILs.</p> <p>TH raised if there would be any challenges with sites in the south-west (site areas 2) accessing directly from A140. MD noted that this would be feasible, however the access point would need to be considered carefully and appropriate traffic management must be proposed. JC added that the QE2 hospital project has agreed to left-in/left-out movements only for direct access onto A140.</p> <p>JC noted that the road safety team would be the best point of contact for the most up to date safety data (contact via modelling team).</p> <p>JC and MD confirmed that the construction of Long Stratton Bypass would not be expected to be an issue. Due to the longer timescales associated with DCO applications, it is anticipated that the bypass will have already been constructed by the beginning of the construction phase for East Pye.</p> <p>With regards to the A140 / B1527 roundabout, which is a key link in the proposed study area, JC noted that the junction used to be a crossroad. The construction of the roundabout was in 2020 and as such any incidents before this period should consider this.</p> <p>TH requested if the B1527 route is appropriate for vehicle routeing. JC noted that at first glance, this road is appropriate for routeing, however the road does become narrower travelling through Hempnall. TH confirmed that vehicles will avoid travelling through Hempnall where possible.</p> <p>JC raised if it was possible to use the cable corridor as a haul route between sites. TH noted that this is being considered, and is subject to further discussions and consideration of environmental constraints</p> <p>JC noted that due to the scale of the site area, more information is needed on the site-by-site trip generation in order to provide a more detailed opinion of the project. TH noted that trip-distribution calculations are currently underway and will be shared with NCC once confirmed. It was also added that future engagement meetings will be scheduled as proposals become more detailed.</p> <p>JC confirmed that A140 and B1527 are appropriate as routeing corridors, however it is primarily the minor roads to the north and south of B1527 which raise concerns. These roads are highly rural with narrow carriageways.</p> <p>TH asked if there were any challenges associated with B1332. JC confirmed that on a first glance it is appropriate, noting that there is a primary school in Woodton and there is a dip in the road. There are flashing lights to indicate this dip in the road.</p> <p>MD noted to ensure consideration is given to cumulative impacts of any nearby developments, which will need to be included in an OCTMP. MD did confirm that the Long Stratton Bypass is unlikely to need to be included as a cumulative impact.</p>	<p>Stantec to schedule future engagement meetings with NCC following confirmation of trip-distribution and further project information.</p>

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Subject	Actions
<p>MD and JC noted that they are not aware of any highway improvement works within the study area, other than the Long Stratton Bypass. JC added that the majority of the larger developments are to the west of the site, including the Norwich to Tilbury overhead electrical line upgrades. This project is due to start in 2027 and is likely to use A140 for vehicle routeing.</p> <p>TH confirmed that Stantec will come back with further detail and an access strategy, followed by future engagement meetings. TH noted that the project is now public knowledge, with statutory consultation beginning in Q2 2025, and EIA scoping submitted in Q1 2025.</p> <p>MD noted that the best time to set up future meetings will be on Tuesday, Wednesday and Thursdays.</p>	

## Meeting with Norfolk County Council

Project/File: East Pye Solar DCO  
 Date/Time: 22 July 2025 / 11:00-12:00  
 Location: Virtual (via MS Teams)  
 Next Meeting: TBC  
 Attendees: (JC) Norfolk County Council  
 (MD) Norfolk County Council  
 (TH) Stantec  
 (FL) Stantec

Item	Action
<p><b>Refresher of Proposals</b></p> <ul style="list-style-type: none"> <li>▪ TH asked if Norfolk County Council (NCC) have reviewed the transport Preliminary Environmental Impact Report (PEIR) chapter. JC confirmed the response from highways has been submitted for internal review at NCC.</li> <li>▪ TH proposed Stantec may seek to setup semi-regular meetings with NCC to discuss the transport and access proposals as they develop through the DCO application process.</li> </ul> <p><b>Site Access and Routeing</b></p> <ul style="list-style-type: none"> <li>▪ TH provided an overview of the current routeing and access proposals, noting that an option was needed to ensure provision is considered for individual access to each site. Opportunities for internalising movements is still being considered where possible and the strategy emphasises using A and B roads where possible and avoiding routeing vehicles through villages such as Hempnall, Brooke and Saxlingham.</li> <li>▪ JC noted that the northern section of the study area is very challenging. Fairstead Lane is very narrow and a number of County Council members have approached the NCC highways team commenting that Fairstead Lane is a challenging option for routeing. There are also concerns with the turning movements in and out of Fairstead Lane onto the A140. NCC would be seeking mitigation measures if this link is to be used.</li> <li>▪ JC added that narrow 'u-roads' such as Fairstead Lane don't need to be overengineered if it can be avoided. Internalising movements would be preferable.</li> <li>▪ JC – sites to the south-west i.e. sites 1, 2 and substation(s) and BESS are not a major concern. Access to sites 3 – 6 and 10 are also not a major concern. Routeing and access to sites 7 – 9 is the key concern.</li> <li>▪ TH outlined that in the materials laydown areas / secondary compounds, a Traffic Marshall could be utilised to hold traffic whilst vehicles travel down and through narrow links such as Fairstead Lane. MD / JC noted that this depends on the existing and proposed traffic flows. The right hand informal</li> </ul>	

Item	Action
<p>turn lane off A140 might also be challenging and could cause backup of traffic if there are too many vehicles waiting.</p> <ul style="list-style-type: none"> <li>▪ TH discussed The Krons (i.e. link to access some of sites 7) as concerns have been raised about an existing bridge and use by HGVs. JC advised to contact Mark North who will be able to advise on the weight limit. JC noted that the accepted weight limit of the bridge is 40t although this can be confirmed via Mark North. The 40t weight limit would mean smaller vehicles would need to be used should this route be needed.</li> <li>▪ JC suggested that depending on land availability, access to site 7A could be made further north on Ipswich Road. Although this would depend on land options and access rights etc.</li> <li>▪ JC - there is expected to be a lot of scrutiny with regards to some of the site accesses, in particular for sites 7-9 which need more detailed proposals for NCC to consider.</li> </ul>	<p>Stantec to liaise with Mark North at NCC to confirm restrictions on The Krons.</p> <p>Stantec to confirm land access opportunities to the north of site 7A via Ipswich Road.</p>
<p><b>Trip Generation and Distribution</b></p> <ul style="list-style-type: none"> <li>▪ TH – The current trip generation calculations estimate a daily peak of 96 Heavy Goods Vehicle (HGV) arrivals and departures, assuming a worst-case scenario of all solar farm sites constructed simultaneously. In reality, construction will be phased across sites and the CRC.</li> <li>▪ MD noted that the A140 is a spine route for all traffic and if the scheme has multiple sites working at the same time it may cause significant vehicle numbers on the A140 corridor. More clarification is needed on when traffic peak periods will be. NCC will also be seeking to restrict construction vehicle movements in the morning peak period.</li> <li>▪ JC suggested that trip generation numbers should be updated and distributed clearly with sufficient detail to understand the flows of each link easily.</li> </ul>	<p>Stantec to update trip gen to future baseline with cumulative development and construction vehicle trips for this purpose</p>
<p><b>Cable Routeing</b></p> <ul style="list-style-type: none"> <li>▪ MD noted the CRC crossing the A140 will need to be constructed using Horizontal Directional Drilling (HDD) – open-cut is not considered acceptable. MD added that NCC would request that all CRC crossing points of all A and B roads, SSSI and watercourses be undertaken by HDD.</li> </ul>	
<p><b>Abnormal Loads</b></p> <ul style="list-style-type: none"> <li>▪ TH confirmed AIL routeing is currently being considered in consultation with NCC, Suffolk County Council and the Police. The outcome from this process will be shared with JC and MD in due course.</li> </ul>	
<p><b>Traffic Management Measures</b></p> <ul style="list-style-type: none"> <li>▪ The following traffic management principles were set out to guide scheme development, vehicle routes and access points: <ul style="list-style-type: none"> <li>○ Consider potential internal haul routes – Sites and CRC</li> <li>○ Use of temporary speed reductions</li> <li>○ Use of banksmen and or Traffic Marshals</li> <li>○ Part time signals – manually controlled at access points</li> <li>○ Use of passing places – upgrade existing or new</li> <li>○ Use of laybys and main compounds for vehicle holding and material consolidation</li> </ul> </li> </ul>	

Item	Action
<ul style="list-style-type: none"> <li>○ Retime deliveries to outside network peak hours or avoid school drop off/pick up</li> <li>○ Left turn in and left turn out only at some access points i.e. on A140</li> </ul> <ul style="list-style-type: none"> <li>▪ TH highlighted an example, for site 2A there is an existing layby and field access. JC noted the layby is public highway so would need to be managed. Left-in/left-out would be a requirement, using the new roundabout on the Long Stratton bypass to turn around.</li> <li>▪ It was generally agreed that the approach to traffic management would vary by location depending on the forecast number of vehicle trips, duration of construction activity and road characteristics.</li> <li>▪ Further detailed discussion with NCC was agreed to determine the appropriate traffic management measures and requirements for each site and CRC with a focus on sites 7–9.</li> <li>▪ Examples of appropriate traffic management use included temporary signals where frequency of use was justifiable, ensuring passing bays were fit for purpose, main compounds used for materials storage and avoiding right turns across the highway where possible.</li> <li>▪ JC noted that some vehicles may require access for operational and decommissioning phases and as such infrastructure may be kept in place after the completion of the construction phase. Some mitigation and management may need to be in place for the duration of the scheme, i.e. 60 years.</li> </ul> <p><b>Panel Replacement</b></p> <ul style="list-style-type: none"> <li>▪ TH indicated that in 20-30 years, panels will need to be replaced across the scheme. This activity won't be as impactful as the construction phase but will still require a significant number of vehicle trips. An Operational Traffic Management Plan (OTMP) is being produced to cover this aspect of the development.</li> </ul>	
<p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>▪ Stantec to share revised trip gen and routeing, as well as specific points of access (once completed)</li> <li>▪ Stantec to share meeting minutes with NCC</li> <li>▪ Stantec to set up semi-regular meetings with NCC to discuss transport and access proposals as the scheme develops.</li> </ul>	<p>Stantec to prepare more detailed / revised trip generation and access proposals, including details of management measures.</p> <p>Stantec to set-up programme of semi-regular meetings with NCC.</p>

The meeting adjourned at 12:03.

## East Pye PRow Management

Project/File: 333101211 - East Pye Solar  
 Date/Time: 3 October 2025 / 14:00 – 15:00  
 Location: Microsoft Teams  
 Next Meeting: N/A  
 Attendees: MH (Norfolk County Council (NCC)), TH (Stantec), AC (Stantec) and JO (Stantec)  
 Absentees: None  
 Distribution: MH (Norfolk County Council), TH (Stantec), AC (Stantec) and JO (Stantec)

Item	Action
<p><b>Project Overview and Development Proposals:</b> TH outlined the East Pye Solar development, with MH confirming his awareness of the scheme and its political sensitivity in Norfolk.</p> <ul style="list-style-type: none"> <li>▪ <b>Scheme Location and Scale:</b> TH outlined the project's location, highlighting the solar sites, substation, and cable route corridor. The development covers approximately 1,000 hectares, with a 60-year operational lifespan and an export capacity of 500 megawatts.</li> <li>▪ <b>Project Timeline:</b> TH explained the project is in the planning phase, with the Development Consent Order (DCO) likely to be submitted at Q1 next year, construction potentially starting in early 2028 and finishing in late 2029, followed by a 60-year operational period and eventual decommissioning.</li> </ul>	N/A
<p><b>Public Rights of Way (PRow) and Promoted Trails Considerations:</b></p> <ul style="list-style-type: none"> <li>▪ <b>PRow Identification and Impact Assessment:</b> TH reported that 88 PRows have been identified within the scheme, including 75 footpaths, 11 restricted byways, and 2 bridleways.</li> <li>▪ <b>Promoted Trails Emphasis:</b> MH stressed the higher priority given to promoted trails such as the Norfolk Trails and Boudicca Way, requesting their inclusion in impact assessments and management planning, as closures on these routes are of particular concern.</li> <li>▪ <b>Feedback and Data Limitations:</b> MH noted the lack of usage data for the PRow network, except for the promoted trails, and indicated the need for further analysis to determine which routes are most heavily used and where longer-term closures would be most problematic.</li> <li>▪ <b>Consultation and Local Knowledge:</b> AC and TH referenced feedback from public consultations, particularly around Shotesham, where routes are well-used, and emphasised the ongoing need for local input to refine management measures and ensure all relevant routes are considered.</li> </ul>	<p><b>Definitive Map Update Programme:</b> Check with the NCC definitive map team whether there is a programme to update the definitive rights of way map in the affected area. (MH)</p>
<p><b>Construction, Operational, and Decommissioning Phase Impacts:</b> TH detailed the anticipated impacts on PRows during construction, operation, and decommissioning.</p> <ul style="list-style-type: none"> <li>▪ <b>Construction Phase Closures and Mitigation:</b> TH explained that construction would last around 24 months, with individual sites active for varying durations, and closures or diversions of PRows would be kept localised and as short as possible, ranging from single days to several months depending on activity.</li> </ul>	N/A

Item	Action
<ul style="list-style-type: none"> <li>▪ <b>Vehicle Movement Management:</b> The team aims to internalise vehicle movements to minimise disruption on the highway network, balancing this with the need to reduce impacts on PRoWs and local communities.</li> <li>▪ <b>Operational and Decommissioning Phases:</b> TH described the operational phase as having minimal vehicle and staff movements, with occasional HGV access for equipment replacement and panel replacement expected every 20–30 years. The decommissioning phase is anticipated to mirror construction in reverse and will be guided by a Decommissioning Management Plan.</li> <li>▪ <b>Need for Detailed Phasing:</b> MH highlighted the importance of detailed closure phasing information, especially in areas with multiple medium-term closures, to address stakeholder concerns about access and effective mitigation, acknowledging that such details would be refined later in the process.</li> </ul>	
<p><b>Design Approach and Mitigation Measures for PRoWs:</b> AC summarised the PRoW design strategy, covering offset distances, landscape mitigation, possible diversions or permissive routes, and emphasised the need for feedback and local input.</p> <ul style="list-style-type: none"> <li>▪ <b>Offset and Landscape Mitigation:</b> AC explained that a minimum 30-metre offset from PRoWs is applied to reduce visual and physical impacts, allowing for landscape mitigation such as hedgerows or linear planting, with larger offsets used in some cases.</li> <li>▪ <b>Potential for Diversions:</b> While no diversions are currently proposed, AC invited feedback on whether diversions might be preferable in certain situations, especially where panels are placed on either side of a PRoW.</li> <li>▪ <b>Permissive Routes and Community Access:</b> Opportunities for new permissive routes were identified, such as linking existing routes or providing alternative access around ecological constraints. MH supported increased countryside access and offered to suggest further opportunities.</li> <li>▪ <b>Definitive Map Updates:</b> AC inquired about the process for updating the definitive PRoW map to accurately reflect current usage, noting discrepancies observed during a site visit where some PRoWs are routed differently than depicted on the map. MH agreed to consult with the appropriate team within NCC to clarify the priorities and procedures involved.</li> </ul>	<p><b>Further Consultation:</b> MH agreed to consult with the appropriate team within the NCC to clarify the priorities and procedures involved.</p>
<p><b>Boudicca Way and Promoted Trail Management:</b></p> <ul style="list-style-type: none"> <li>▪ <b>Construction Traffic on Fairstead Lane:</b> AC and TH described the likely intensification of construction traffic on Fairstead Lane, which forms part of the Boudicca Way, and the resulting potential for significant disruption to users of the promoted trail.</li> <li>▪ <b>Diversion Options:</b> The team considered temporary diversion to avoid the affected section, including rerouting the Boudicca Way eastward for the duration of the works, and sought MH's input on the best approach.</li> <li>▪ <b>Coordination with Trails Team:</b> MH agreed to consult NCC trails team to determine the preferred strategy for managing impacts on the Boudicca Way, noting that diversions are common practice but require careful planning to maintain route quality.</li> </ul>	<p><b>Promoted Trails Network Impact Assessment:</b>    Consult with the trails team to clarify the impact of the Boudicca Way and other promoted trails within the scheme area and provide feedback on suitable diversions or mitigation measures. (MH)</p>
<p><b>Outline PROW Management Plan and Stakeholder Engagement:</b> TH described the development of an outline PRoW management plan to</p>	<p><b>Feedback on Outline Public Rights of Way Management</b></p>

Item	Action
<p>accompany the DCO, detailing principles for minimising closures, communication protocols, and ongoing engagement with MH and other stakeholders for feedback and refinement.</p> <ul style="list-style-type: none"> <li>▪ <b>Management Plan Structure:</b> TH explained that the outline management plan will identify impacted PRoWs, propose mitigation measures, and set out principles for minimising closures, with a detailed PRoW management plan to follow at the detailed design stage secured as a Requirement of the DCO.</li> <li>▪ <b>Mitigation:</b> The plan includes provisions for clear signage, advance communication of closures, and the use of banksmen and speed restrictions to ensure safety during construction.</li> <li>▪ <b>Integration with Other Plans:</b> Considerations for PRoW management will be integrated into the Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP), ensuring a coordinated approach.</li> <li>▪ <b>Stakeholder Liaison:</b> Regular engagement with MH, the PRoW officer, and other relevant teams is planned throughout the project lifecycle, with feedback sought on management measures and protocols.</li> </ul>	<p><b>Measures:</b> Review the outline public rights of way management measures and provide initial feedback, including any additional information or changes required, in consultation with the relevant officers. (MH)</p>
<p><b>Visual Amenity Assessment:</b> AC discussed the approach to assessing visual amenity effects on PRoWs within the Landscape and Visual Impact Assessment.</p>	<p><b>Feedback on Visual Amenity Assessment Approach:</b> Share the proposed approach to assessing visual amenity impacts on public rights of way with landscape colleagues, and provide feedback on its usefulness and proportionality for application materials. (MH)</p>
<p><b>Next Steps and Feedback Timelines:</b> MH agreed on a two-week timeframe for initial feedback on the proposals, with plans to circulate meeting minutes, gather further input, and schedule additional meetings as needed.</p>	<p><b>Feedback and Scheduling:</b> TH proposed a two-week period for MH and his colleagues to provide feedback, acknowledging their workload and part-time availability, and committed to following up with meeting minutes and further discussions.</p>

The meeting adjourned at 15:00.

## East Pye Solar DCO – Meeting with NCC re: Sites 7A-F

Project/File: 333101678  
 Date/Time: 26 November 2025 / 10:00  
 Location: Virtual (via MS Teams)  
 Next Meeting: 09 December 2025  
 Attendees: (JC) NCC  
 (MD) NCC  
 (TH) Stantec  
 (FL) Stantec

Item	Action
<p><b>Access and Traffic Management for Sites 7A-F</b></p> <ul style="list-style-type: none"> <li>▪ TH outlined the plan for all HGVs and potentially all staff movements to access sites 7A-F via A140, a short stretch of Fairstead Lane and an internal haul route through the sites and cable route corridor. The main objective of this is to avoid HGV using the local road network where possible.</li> <li>▪ JC raised concerns about the nature of Fairstead Lane, including visibility, width, and the potential for increased traffic to exacerbate existing issues, particularly at the junction with the main road.</li> <li>▪ TH highlighted management measures including restricting HGV movements to off-peak hours (09:30 to 16:30), using a lay-by on the A140 and site 4A as holding areas, and employing traffic marshals to manage vehicle releases, aiming to minimise disruption and avoid traffic build-up.</li> <li>▪ Regarding the potential for introducing a temporary passing bay on Fairstead Lane during construction, JC and MD noted that such measures have been used in previous schemes and could help mitigate vehicle conflicts.</li> <li>▪ TH explained for worker transport the use of minibuses and cars with a 50/50 split between the two, with staggered arrival and departure times to reduce peak congestion. Worker transport could either use the internal haul route or use the local road network to reach the individual sites. The latter option would reduce the level of vehicle movements on Fairstead Lane.</li> </ul>	-
<p><b>Alternative Route Options and Environmental Constraints</b></p> <ul style="list-style-type: none"> <li>▪ JC suggested using the B1527 and CRC 7 as a haul route to access the sites 7A-F. TH explained that this option is not feasible due to environmental constraints on CRC 7 including Hempnall Beck river, a county wildlife site and other ecology constraints meaning Horizontal Directional Drilling (HDD) would likely be used.</li> <li>▪ TH clarified that while the cable corridor is suitable for cable installation, it is not feasible for vehicle access in certain sections due to environmental constraints, and the internal haul route was proposed to make use of available connections and minimise use of the local road network.</li> <li>▪ JC and MD highlighted the challenges of using Littlebeck Lane and similar narrow roads including visibility, limited passing opportunities, and the need</li> </ul>	

Item	Action
<p>to consider vehicle size restrictions or improvements to informal passing places.</p>	
<p><b>Mitigation Measures and Stakeholder Engagement</b></p> <ul style="list-style-type: none"> <li>▪ JC and MD supported exploring the idea of temporary passing bays on Fairstead Lane during construction, referencing their use in previous schemes and the need to avoid over-engineering while providing practical mitigation.</li> <li>▪ TH described the use of traffic marshals to hold traffic and release vehicles one at a time from the site, aiming to prevent congestion and ensure safe movements on Fairstead Lane.</li> <li>▪ JC emphasised the importance of engaging with local councillors, members, and parish representatives, noting ongoing consultations and the need to present technical justifications and mitigation plans to address public concerns.</li> <li>▪ JC / MD acknowledged the challenge of balancing technical highway requirements with the expectations of local residents, aiming to find solutions that are effective for the construction period without imposing excessive interventions.</li> </ul>	
<p><b>Next Steps and Meeting Planning</b></p> <ul style="list-style-type: none"> <li>▪ TH / FL committed to updating the technical note to include further details on the CRC 7 and Fairstead Lane options.</li> <li>▪ JC / MD planned to review the updated technical note internally, consult with colleagues, and prepare for further discussions based on the latest information and stakeholder feedback.</li> </ul>	<p>Stantec to provide revised technical note for sites 7A-F to NCC alongside meeting minutes.</p>
<p><b>Discussions of Other Site Accesses and Future Considerations</b></p> <ul style="list-style-type: none"> <li>▪ JC / MD confirmed that access for sites 1A, 1B, 4, 5, 6, and 10 is less problematic than sites 7-9, with existing routes and operational requirements being manageable, and agreed to address any outstanding issues for these parcels in subsequent meetings.</li> <li>▪ The next meeting is scheduled for Tuesday 9<sup>th</sup> December 14.00-16.00</li> </ul>	

The meeting adjourned at 11:00.

## East Pye - Meeting with National Highways

Project/File: 333101678  
 Date/Time: 27 November 2025 / 10:00  
 Location: Virtual (via MS Teams)  
 Next Meeting: TBC  
 Attendees: (AL) National Highways (NH)  
 (TH) Stantec  
 (FL) Stantec

Item	Action
<p><b>Construction Logistics &amp; Traffic Management</b></p> <ul style="list-style-type: none"> <li>▪ Traffic generation assumptions assume worst-case scenario of all sites being active simultaneously</li> <li>▪ HGV and staff movements are primarily via A140 and B1332 corridors – connecting to the A47 to the north</li> <li>▪ Abnormal load movements (i.e. for transformers / cable drums) will be coordinated with National Highways and local authorities; Wynns have been liaising with NH on AIL route options</li> <li>▪ HGV routes will be designated and agreed – suppliers will be instructed to adhere to these routes</li> <li>▪ HGV movements will be restricted to 09:30-16:30 (to avoid peak hours); staff arrivals / departures will be staggered</li> <li>▪ Other management measures includes delivery management systems, temporary speed reductions, traffic marshals and use of compounds for vehicle holding</li> <li>▪ Vehicle movements and associated impacts during the operational phase are anticipated to be negligible</li> <li>▪ Impacts during decommissioning are expecting to be same or less than the construction phase but in reverse</li> </ul>	-
<p><b>Network Impact &amp; Cumulative Effects</b></p> <ul style="list-style-type: none"> <li>▪ Baseline traffic flows (extracted from WebTRIS) have been growthed to the peak construction year (2029) and development trips have been added to links of the A47 and A11. The percentage impact on the NH network is anticipated to be low.</li> <li>▪ Several cumulative schemes have been considered – the two major schemes are the Sheringham / Dudgeon offshore wind extension project and the Norwich to Tilbury OHL grid upgrade.</li> <li>▪ TH confirmed further information on cumulative development and effects on the NH network will be provided to AL.</li> <li>▪ A further meeting will be set up if deemed necessary.</li> </ul>	Stantec to share further information / detail on cumulative effects on NH network.

## East Pye Solar DCO – Meeting with NCC re: Sites 7A-F

Project/File: 333101678  
 Date/Time: 09 December 2025 / 14:00  
 Location: Virtual (via MS Teams)  
 Next Meeting: 07 January 2026  
 Attendees: (JC) NCC  
 (MD) NCC  
 (AN) Stantec  
 (TH) Stantec  
 (FL) Stantec

Item	Action
<p><b>Access Strategy and Safety Concerns: Sites 7A-F</b></p> <ul style="list-style-type: none"> <li>▪ JC / MD raised concerns with the current proposed access strategy for Sites 7A-F utilising Fairstead Lane. This was following further investigation, site visits and input from other NCC officers.</li> <li>▪ JC / MD described safety concerns along Fairstead Lane and its junction with A140, including limited space for highway improvements, pinch points and visibility constraints, especially for HGVs.</li> <li>▪ JC identified the potential for access via B1527, The Krons and Fairstead Lane to reach Site 7C and connect with the internal haul route. JC explained that The Krons is a c-road with existing informal passing bays and generally wider sections of carriageway (compared to Fairstead Lane near the A140), which may more easily facilitate construction traffic. JC highlighted the potential for passing bays to be formalised if required as a management control measure.</li> <li>▪ AN / TH raised concerns about previous feedback from NCC and local residents during consultation regarding the use of The Krons. JC clarified that technical highways reasoning for using The Krons rather than the A140/Fairstead Lane option made it a better option for construction access.</li> <li>▪ TH highlighted potential issues affecting access points and using The Krons, and that it would need to be discussed with other technical disciplines and further negotiations are required for this proposed access strategy.</li> </ul>	<p>Stantec to discuss new access proposals internally and feedback to NCC.</p>
<p><b>Technical Note Review</b></p> <ul style="list-style-type: none"> <li>▪ TH provided an overview of the site parcels for Sites 7,8 and 9 and the rationale for internal haul routes to minimise impacts on the public highway. It was further noted that per site, traffic estimates and peak daily HGV arrivals and departures are low (as detailed in TN2 and TN3).</li> <li>▪ TH described how site layouts have been designed to accommodate for screening, buffers and mitigation, rather than the entirety of each site being used for solar panels and infrastructure.</li> </ul>	<p>JC / MD to review TN3 and provide feedback on proposed access strategy for Sites 7G-L, 8A-B and 9.</p>
<p><b>Other Considerations</b></p> <ul style="list-style-type: none"> <li>▪ TH confirmed that the construction programme is 24-months, and site-by-site activity will be staggered across the programme.</li> <li>▪ AN noted that sites taken out of agricultural use for the Scheme would reduce regular agricultural traffic using the highway network, and should be considered when evaluating the net impact of construction vehicle movements.</li> </ul>	<p>TH / FL to provide further information on construction duration for each solar PV parcel.</p>

Item	Action
<p><b>Follow-up Tasks</b></p> <ul style="list-style-type: none"><li>▪ Assessment of The Krons route feasibility: Stantec to conduct an internal review to determine the feasibility of revising access arrangements to utilise The Krons, including consideration of land ownership, passing bays, and constraints from other technical disciplines.</li><li>▪ Construction Programme: Stantec to provide approximate durations for the construction for sites 7, 8 and 9.</li><li>▪ Technical Note revisions: Stantec to provide additional information regarding the offsetting of agricultural traffic during the construction phase to support the highways assessment.</li><li>▪ Technical Note review: NCC to review the technical note regarding Sites 7G-L, 8A-B and 9 and provide feedback by 19 December 2025.</li><li>▪ Next Meeting: Stantec to schedule follow-up meeting for early Jan (confirmed: scheduled for 07 January 2026).</li></ul> <p><b>Post meeting note</b></p> <ul style="list-style-type: none"><li>▪ Construction programme: the indicative duration for the construction of the individual sites within 7A-F is estimated to be between 3-7 months, 7G-H and 8A-B is estimated to be 2.5-4 months and for site 9 is 5-7 months. It should be noted this is subject to refinement during detailed design.</li></ul>	

The meeting adjourned at 15:30.

## East Pye Solar DCO – Meeting with NCC

Project/File: 333101678  
 Date/Time: 07 January 2026 / 14:00  
 Location: Virtual (via MS Teams)  
 Next Meeting: 05 February 2026  
 Attendees: (JC) NCC  
               (MD) NCC  
               (TH) Stantec  
               (FL) Stantec

Item	Action
<p><b>Assessment of The Krons</b></p> <ul style="list-style-type: none"> <li>▪ AN noted that the East Pye Applicant was able to take on the routeing using The Krons in preference to the use of Fairstead Lane/A140, which had been put forward by NCC at the earlier meeting. Concern had been raised by the Applicant’s landscape advisor about potential effects on the local County Wildlife sites adjacent to The Krons, but they had been assured that there would be no incursion into land outside the Highway. It was noted that this alteration to the access strategy would be cascaded through the application evidence. AN highlighted potential concerns on The Krons with highway clearance and overhanging trees. MD explained the national guidance for clearance (5.2 metres) could be proposed and confirmed through engagement with NCC during the DCO construction. MD indicated the process of vegetation management that the LHA would need to observe under normal Highway management - including the notices to and involvement of landowners.</li> <li>▪ AN reported that a swept-path analysis was conducted for The Krons / Fairstead Lane junction, confirming that left turns towards the site access is feasible within the current carriageway.</li> <li>▪ JC requested whether the highway boundary information for The Krons has already been requested. Accurate boundary information is critical for determining permissible works. This information has currently been the responsibility of the Applicant’s team in combination with NCC’s teams.</li> <li>▪ AN / JC discussed the implications of working outside the Order Limits (in particular relation to The Krons), noting any works beyond this would require targeted consultation. The strong preference was emphasised by AN to keep all works within the highway boundary to streamline the process and not require the acquisition of third party land.</li> <li>▪ MD emphasises that any interventions such as passing locations or surface improvements should be fit for purpose but robust for their intended use, avoiding over-engineering where possible. This might include the use of compacted unbound material, subject to agreement with NCC at Technical Approval. The working assumption is that those features would be removed on completion of implementation of the DCO scheme.</li> <li>▪ With regards to consents mechanisms for highway works, JC outlined that minor works up to £60,000 can be handled as small works, while larger interventions would require a Section 278 agreement, with all proposals reviewed by NCC to ensure compliance.</li> </ul>	<p>FL to confirm if highway boundary for The Krons has been collected.</p>

Item	Action
<ul style="list-style-type: none"> <li>○ JC described the practice of consolidating multiple accesses and crossovers into a single Section 278 agreement when they are within the same parish, which can simplify administration and ensures consistency.</li> <li>▪ JC confirmed that all temporary works would be restored to their previous condition after construction.</li> </ul>	
<p><b>Trenchless Crossing for A and B Roads</b></p> <ul style="list-style-type: none"> <li>▪ MD stated that trenchless construction / HDD is NCC's standard requirement for A and B roads due to reduced maintenance and network management issues, referencing previous wind and solar projects.</li> <li>▪ MD / JC agreed that trenchless construction could be considered by exception, provided robust justification is presented, discussed and agreed with NCC. NCC has offered to discuss 'exceptions' prior to submission but note that DCO phrasing could indicate 'subject to agreed exception'.</li> <li>▪ MD asserted that DCO powers confer Statutory Undertaker status to the implementing organisation within the Order Limits, negating the need for Section 50 licenses except where works extend beyond the boundary, in which case a Section 50 would apply. AN will confirm this point with the Applicant's lawyers.</li> <li>▪ AN / FL agreed to confirm with the Applicant to document any potential exceptions in a note and share with NCC prior to DCO submission.</li> </ul>	<p>Stantec to engage with Applicant on possible provision of a note to NCC prior to submission regarding trenchless crossing exceptions.</p>
<p><b>Visibility Splays and Traffic Management</b></p> <ul style="list-style-type: none"> <li>▪ AN explained the current standardised design for access points from the Highway uses a 2.4 metre setback and a 120 metre visibility splay, with the possibility of adjusting this at detailed design stage based on speed survey data.</li> <li>▪ JC advised that temporary speed reductions can be implemented via TTROs for the duration of construction, particularly where visibility splays would otherwise require significant vegetation clearance. JC referenced previous projects where 40mph temporary speed limits were used on rural roads, and noted that such measures are increasingly common in DCO schemes. Access designs also need to be supported by appropriate signing and that this could also be installed on the approaches to The Krons junction with Fairstead Lane.</li> <li>▪ It was agreed that the approach should balance the need for safe access with minimising unnecessary habitat removal.</li> </ul>	
<p><b>Feedback on 7G-L, 8A-B and 9 Tech Note</b></p> <ul style="list-style-type: none"> <li>▪ JC / MD requested that the tech note include more specific proposals for mitigation on access routes, including localised widening or passing locations to address the limitations of the existing network.</li> <li>▪ JC acknowledged that a netting off exercise could be presented that noted estimates of current agricultural HGV movements from the solar parcels being taken out of agricultural use and compare them to projected construction traffic i.e. more detail to justify the displacement of agricultural HGVs.</li> </ul>	<p>Stantec to consider providing revised tech note with additional detail on mitigation measures.</p> <p><i>Post meeting note:  Trenchless construction agreed on B1332 and B1527.</i></p>
<p><b>AOB</b></p> <ul style="list-style-type: none"> <li>▪ JC noted specific locations on Station Road where two HGVs may not be able to currently pass, and relayed this feedback from local residents concerned with tight bends near houses. <ul style="list-style-type: none"> <li>○ It was noted that the Norwich to Tilbury project will utilise Station Road for construction, and may be proposing works along it for widening. This would need to reflect the relative timing of the two separate applications.</li> </ul> </li> </ul>	

The meeting adjourned at 15:30.

## East Pye Solar DCO – Meeting with NCC – Sub-Sites 7G-L, 8A-B, 9

Project/File: 333101678  
 Date/Time: 05 February 2026 / 14:00  
 Location: Virtual (via MS Teams)  
 Next Meeting: 24 February 2026  
 Attendees: (JC) NCC  
 (MD) NCC  
 (TH) Stantec  
 (FL) Stantec

Item	Action
<p><b>Passing Place Design and Locations</b></p> <ul style="list-style-type: none"> <li>▪ TH discussed design parameters, preferred locations and avoidance principles for passing places.</li> <li>▪ JC confirmed preferred dimensions for passing places as ideally 20m length, 5.5m width, spaced approx. 250m apart subject to visibility.</li> <li>▪ MD / TH agreed to avoid formalising passing places at field and property accesses. MD noted using existing informal locations where possible was favourable.</li> <li>▪ Also agreed to seek to avoid areas with poor visibility, bends, ditches etc. Temporary management measures (e.g. signage, speed reduction) may also be used.</li> </ul>	<p>Stantec to prepare shortlist of passing locations and share with NCC.</p> <p>NCC to undertake site visit to assess passing location suitability.</p>
<p><b>Construction Traffic Management</b></p> <ul style="list-style-type: none"> <li>▪ TH highlighted proposed management measures: staggered vehicle release (managed by traffic marshal), vehicle size restrictions where practicable (limits to 10m rigids / 12m drawbars for sensitive routes), and use of internal haul routes.</li> </ul>	<p>Stantec to provide further Technical Note presenting flow diagrams with trip generation forecasts to NCC.</p>
<p><b>Trenchless Crossing Agreement</b></p> <ul style="list-style-type: none"> <li>▪ TH confirmed client approval for trenchless methods for the cable route corridor on B1526 and B1332.</li> <li>▪ MD noted reduced need for reinstatement and monitoring post-construction by adopting trenchless construction methods.</li> </ul>	
<p><b>AOB</b></p> <ul style="list-style-type: none"> <li>▪ Follow-up meeting scheduled for 24 February 2026.</li> </ul>	<p>FL to share copy of meeting minutes with NCC.</p>

The meeting adjourned at 15:00.

**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: East Pye Solar Farm  
**Date:** 19 February 2026 16:41:57  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Hi [REDACTED]

Apologies for the delay.

I will review the CTMP when it is available post submission, but if subjected to the usual mitigation and measures, it is likely the impact will be appropriately managed.

Kind regards

[REDACTED]

[REDACTED] MRTPI

### **Spatial Planner**

Operations (East) | National Highways  
Woodlands | Manton Lane | Bedford | MK41 7LW

---

**From:** [REDACTED]@stantec.com>  
**Sent:** 19 February 2026 11:03  
**To:** [REDACTED]nationalhighways.co.uk>  
**Cc:** [REDACTED]@stantec.com>  
**Subject:** RE: East Pye Solar Farm

Hi [REDACTED]

Hope you're good. Have you had a chance to consider the additional information we sent across regarding construction programme and vehicle movement time restrictions? We are progressing towards submission next Thursday (26<sup>th</sup>) so it would be good to understand National Highways position.

Best regards

[REDACTED]

[REDACTED]

Direct: [REDACTED]  
[REDACTED]@stantec.com

**Stantec UK Limited**



**From:** [REDACTED]@nationalhighways.co.uk>  
**Sent:** 28 January 2026 16:24  
**To:** [REDACTED]@stantec.com>  
**Cc:** [REDACTED]@stantec.com>  
**Subject:** RE: East Pye Solar Farm

Hi [REDACTED]

With regards to the historic Railways Estate asset queries, I have had the following response from the team:

*The planning application has been checked internally by the HRE team and the proposal wasn't identified as affecting any of our interests. All HRE assets can be identified on the publicly accessible map here -*

*<https://opendata.nationalhighways.co.uk/datasets/highwaysengland::historic-railways-estate/about> If [REDACTED] has any specific sites in mind, he's more than welcome to query them directly with me. [[hreenquiries@nationalhighways.co.uk](mailto:hreenquiries@nationalhighways.co.uk)]*

Hope this helps, but any more queries, please feel free to contact the team to check.

Thank you for your comments from last week regarding the trip generation and CTMP. I will take a final look over the document and come back to confirm NH's position as soon as possible.

Kind regards

[REDACTED]

[REDACTED] MRTPI

### **Spatial Planner**

Operations (East) | National Highways  
Woodlands | Manton Lane | Bedford | MK41 7LW

---

**From:** [REDACTED]@stantec.com>  
**Sent:** 27 January 2026 17:07  
**To:** [REDACTED]@nationalhighways.co.uk>  
**Cc:** [REDACTED]@stantec.com>  
**Subject:** RE: East Pye Solar Farm

H [REDACTED]

A follow up query for East Pye regarding potential Historic Railways Estate assets within the vicinity of the scheme. Would you or a colleague be able to assist with identifying any HRE assets in the area? We are aware of a couple to the west of the Norwich – Ipswich rail line which would not be affected by the scheme but want to double check for others.

Thanks for your help

[REDACTED]

[REDACTED]  
Direct: [REDACTED]  
[REDACTED]@stantec.com

**Stantec UK Limited**



---

**From:** [REDACTED]  
**Sent:** 22 January 2026 17:37  
**To:** [REDACTED]@nationalhighways.co.uk>  
**Cc:** [REDACTED]@stantec.com>  
**Subject:** RE: East Pye Solar Farm

Hi [REDACTED]

Thanks for responding. Please find our responses to your points below.

1. The construction programme is for a total duration of 24 months (2 years) and the programme currently identifies a trip generation peak around month 5-6 when various different activities on different sites overlap. However, the trip generation figures provided assume a worst case scenario where all sites are active simultaneously. Therefore, in reality the actual trip generation at any one time during construction is likely to be less than that stated in the information provided. The programme will also be subject to further refinement once a Principal Contractor is appointed.
2. We have prepared an outline CTMP for submission in support of the DCO. It identifies a number of management and mitigation measures including a commitment that construction deliveries and collections by HGV will be scheduled to arrive and depart between 09.30 and 16.30 to avoid peak traffic periods.

Hopefully that provides sufficient information to answer your queries.

Best regards

[REDACTED]  
[REDACTED]  
Senior Associate

Direct: [REDACTED]  
[REDACTED]@stantec.com

**Stantec UK Limited**



---

**From:** [REDACTED]@nationalhighways.co.uk>

**Sent:** 14 January 2026 17:29

**To:** [REDACTED] <[REDACTED]@stantec.com>

**Cc:** [REDACTED] <[REDACTED]@stantec.com>

**Subject:** RE: East Pye Solar Farm

Hi [REDACTED]

Thank you for your email and apologies for the delay responding.

With regards to the peak daily development flows, do you have the duration of the peak construction or for the period it will be increased for? In addition, do you have an outline CTMP to reduce / limit trips in the peak periods?

I look forward to hearing from you to confirm the points above.

Kind regards

[REDACTED]

[REDACTED] MRTPI

### **Spatial Planner**

Operations (East) | National Highways

Woodlands | Manton Lane | Bedford | MK41 7LW

---

**From:** [REDACTED] <[REDACTED]@stantec.com>

**Sent:** 14 January 2026 16:05

**To:** [REDACTED] <[REDACTED]@nationalhighways.co.uk>

**Cc:** [REDACTED] <[REDACTED]@stantec.com>

**Subject:** RE: East Pye Solar Farm

Hi [REDACTED]

Hope you had a good Christmas and New Year. I was wondering if you'd had a chance to consider the Technical Note we provided on East Pye Solar Farm and cumulative effects on the NH road network? It would be great to get your feedback on the conclusions.

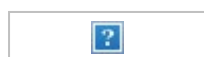
Best regards

[REDACTED]

[REDACTED]

Direct: [REDACTED]  
[REDACTED]@stantec.com

**Stantec UK Limited**



---

**From:** [REDACTED]  
**Sent:** 09 December 2025 10:17  
**To:** [REDACTED] <[\[REDACTED\]@nationalhighways.co.uk](mailto:[REDACTED]@nationalhighways.co.uk)>  
**Cc:** [REDACTED] <[\[REDACTED\]@stantec.com](mailto:[REDACTED]@stantec.com)>  
**Subject:** RE: East Pye Solar Farm

Hi [REDACTED]

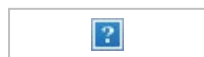
Hope you're well. Following on from our recent meeting please find attached a Technical Note that provides information regarding East Pye Solar and cumulative development in relation to National Highways road network. Please let me know if you require further information or wish to discuss any aspect of the note in more detail. Look forward to hearing from you once you've had a chance to consider the Note and its conclusions.

Best regards

[REDACTED]  
[REDACTED]  
Senior Associate

Direct: [REDACTED]  
[REDACTED]@stantec.com

**Stantec UK Limited**



---

**From:** [REDACTED]  
**Sent:** 28 November 2025 17:06  
**To:** [REDACTED] <[\[REDACTED\]@nationalhighways.co.uk](mailto:[REDACTED]@nationalhighways.co.uk)>  
**Cc:** [REDACTED] <[\[REDACTED\]@stantec.com](mailto:[REDACTED]@stantec.com)>  
**Subject:** RE: East Pye Solar Farm

Hi [REDACTED]

Thanks again for your time on Thursday. Please find attached a copy of the slides presented during the meeting and meeting minutes capturing the key points. We will be back in touch soon with further information on cumulative development.

Best regards

[REDACTED]  
[REDACTED]  
Senior Associate

Direct: [REDACTED]  
[REDACTED]@stantec.com

**Stantec UK Limited**



---

**From:** [REDACTED] <[REDACTED].nationalhighways.co.uk>  
**Sent:** 13 November 2025 14:52  
**To:** [REDACTED] <[REDACTED]@stantec.com>  
**Cc:** [REDACTED] <[REDACTED]@stantec.com>  
**Subject:** RE: East Pye Solar Farm

Hi [REDACTED]

Thank you for your email. Unfortunately I don't have much availability on the 19<sup>th</sup> or 20<sup>th</sup>, but for the w/c 24<sup>th</sup>, I am currently available:

- Monday 24<sup>th</sup> – any time before 2pm
- Tuesday 25<sup>th</sup> – 9-11am; or after 3pm
- Thursday 27<sup>th</sup> – any time before 2pm
- Friday 28<sup>th</sup> – free all day.

Hope this helps. Please feel free to place a meeting when convenient to you.

Kind regards

[REDACTED]

[REDACTED]

MRTPI

### **Spatial Planner**

Operations (East) | National Highways  
Woodlands | Manton Lane | Bedford | MK41 7LW

---

**From:** [REDACTED] <[REDACTED]@stantec.com>  
**Sent:** 13 November 2025 14:29  
**To:** [REDACTED] <[REDACTED].nationalhighways.co.uk>  
**Cc:** [REDACTED] <[REDACTED]@stantec.com>  
**Subject:** East Pye Solar Farm

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Hi [REDACTED]

I am contacting you on behalf of Island Green Power, whom we are supporting with the DCO application for [East Pye Solar](#). The project is located south of Norwich around Long Stratton and Hempnall.

In support of the preparation of the DCO submission we would like to organise a meeting to discuss:

- The solar DCO project and the current programme for submission;
- The anticipated trip generation and distribution
- Potential impact on the SRN
- Management and mitigation measures

Please could you let me know your availability to meet (virtually via MS Teams in the first instance) on

19<sup>th</sup> or 20<sup>th</sup> November or in the w/c 24<sup>th</sup> November at a time convenient to yourself?

Look forward to hearing from you.

Best regards,



Senior Associate

Arthur Stanley House, 3<sup>rd</sup> Floor,  
40-50 Tottenham St, London W1T 4RN

Direct:

Mobile:

[@stantec.com](#)



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