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September 25th 2026.



Planning Inspectorate,
c/o QUADIENT
69, Buckingham Avenue,
Slough,
SL1 4PN

Customer Services: 0303 444 5000

Email eastpyesolar@planninginspectorate.gov.uk

YOUR REF : EN0110014

My RESPONDENT REF : [REDACTED]

Dear Sir,

Reference the above I enclose comments relevant to the above in matters pertinent to the needed Haul Road for the 400KV grid required and the General Comments upon the Planning Application as submitted to East Pye Solar at an earlier date but now possibly lost in the course of time which at 80 years old would not surprise me. I am formatting this in Paper as my electronic capacity is limited, aged and fails at inopportune moments. This is therefore in a format viewable to the Inspector and may be replicated upon any electronic format by a clerk by the Inspector's request at need without further need or permission from myself relative to data protection. (I think that covers all eventualities and persons). You will realise I have made comments from my experience in this area since 1963/4 when the original grid was built and have made no secret of them to the clerks of the enquirers sent to local communities to confer. There is thus no need to feel that the Applicants have no knowledge of the matters raised. At my age I have seen many devices to alter and delay matters and have done my best to see the Inspector has my best knowledge before him/her at the Enquiry; hence my using a letter format with which I am more familiar!

Please Note Bene that I have received Two Responder numbers so the first General Comment was upon Responder No : FBF17BF96 while my current Number is as above FA0014E20. This is to avoid any difficulties for the Inspector!

I trust this will be a satisfactory format for the Inspector.

Sincerely,
Glyn I Luff.

[REDACTED]
[REDACTED]

Pye Solar Farm Planning Application EN110014

Comment by ResponderFA0014E20

Matters Affecting the Haul Road and the Construction of the Grid Line.

While the matter of the Planning of the Solar Farm and its associated BESS facilities, their fire protection and the Switching Facilities and the possibility of such matters being remote will have been dealt with by many there has been very little comment upon the Haul Road other than the comment upon the 200 ton trailers to be taken over local roads by prime movers without protection of the surface or item under those local roads which comprise local services.

The whole grid that is proposed being towers over 50 metres tall will have to have a Haul or Access road under it from Grimsby to South Essex and Tilbury. This is for two reasons the original grid was only 36 metres high and entailed the loss of much vital equipment along the whole route some of which was recovered after some months and some of which had to be broken up and scrapped sometimes upon the agricultural landscape. This was without the benefit of a haul road.

On this occasion the matter will not be repeated as the closure of roads to recover the vehicles will not be allowed. I was a spectator in the early sixties when this happened and it was interesting to hear local comment as to which fields would claim most vehicles! Today the font of such wisdom is now dead!

A haul road is now the only option and reading the experiences across the world in most Western countries is held viable.

Let us look at some mathematical matters. The aggregate for a 50 metre tall pylon depends upon soil, wind uplift, and foundation style determined by Civil Engineers. Eg. :-

Pad & Chimney	~40 to 45 m ³ approx 100 tonnes	~70 - 80 tonnes
Mass Concrete		On standard firm soils where weight of Soil resists uplift
Bored piles/shafts	~50 - 120 tonnes	~35 - 85 tonnes
Re-inforced		Softer soils or tight spaces 4 piles
20 ~ 50m ³		9 - 15 m deep
Monopoint	~100m ³ - 240tonnes	~ 170 - 180 tonnes aggregate
Raft		Exceptionally weak or wet ground Requiring massive uniform base.

Construction Overview Requires:

a)removal of vegetation	} 2 - 4
b)establishment of access tracks	} weeks
c)ground improvement	} 1 - 4
d)ground excavation works	}
e)form and pour foundation	}weeks
f)delivery tower steel	}2 - 4
g)assembly works	}
h)tower construction	} weeks
i)installation of pilot and draw wires	} 4 - 10
j)winching	}
k)tensioning and termination	} weeks

Haul Road

Removal top soil; graders and bulldozers

Stockpiling

Levelling including crushed rock, local aggregate and compaction rolling.

Land to be re-instated as before but drainage ready for land usage for cropping as before if required. Track may be retained if required by the land owner.

Crane pad area may have to be provided by tower sites for lifting of tower parts as required.

Eight pylons per mile spaced at 200 metres for 50 metre tall pylons.

Aggregate consumed would be and this may vary according to the experience of civil engineers designing according to local landscape.

$55 \times 8 = 440\text{m}^3$ per mile concrete poured on site.

$120 \times 8 = 960\text{m}^3$ per mile for Broad or Fens

The mixer truck will weigh between 10 to 15 tons empty depending upon axles and 32 tons laden. In addition to the mixer truck there maybe a vibro-compactor to settle the mix. The width of the vehicle will be up to 3m for an 8 tonne mixed load. The Haul road would conservatively be 0.5 x3.5 metres with turning places so across three counties at 110 miles that would be a large amount of aggregate.

This brings about another calculation which the developers have not notified anybody about. A County under Planning Law may only excavate aggregate for its own construction. So each County must see that its 7 year aggregate value is upheld and decide where every surplus must come from. Suffolk may not supply Norfolk etc. Norfolk has only 15 to 20 concrete plants, Suffolk 13 and Essex 15 to 22 and of all these plants only 40 to 50 are actually active. All the figures quoted in this document are the best available publically using

the internet and in many cases the best optimum has been used so nobody can say anything has been minimised and in some cases the point has been made an experienced civil engineer might improve some figures. The concern too many is that the government departments are working against each other! So the aggregate use by this construction may prevent the housing scheme designed by Angela Rayner because there is none available or even shortage of water to mix the concrete. The water from rivers may not be used because at least one river is a protected chalk stream and others have protected flows. That only leaves ground water some of which is part of the public drinking water supply!

Before we enter the argument of the Dawlish construction and the pre fabrication of items in Ireland the difficulty here is the footings must be cast upon site as the weights will be huge to lift from a haul road by specific cranes. This is not to say it is not possible BUT the cost of such an operation will not have been calculated by any of the engineering accountants and the whole of the cost of this operation will be added to the electric bill of every consumer domestic and business throughout the country. This makes nonsense of the Minister's statement that household bills would fall. The other point is that as this electricity is for sale to Europe if the price is too high it will be unsalable.

The other problem the developers will have to discuss with the Inspector is the public information relative to the electric supply. The grid line is for the movement of power to the disposal node at Tilbury in Essex and from there to the Princess Elizabeth Island being constructed off the Belgian coast; a wonderful construction to be maintained and protected by AI robots prior to Electric and hydrogen power being supplied to Europe. From there it may well vault the Alps and make the shores of the Black Sea in Moldova if Russia allows!

The grid under construction is for 400KV which will be supplied to it from BESS establishments on route. However they do seem confused as one piece of information speaks of 132kv AC while the New grid is 400KV DC. This will be switched here but maybe remotely which is possible as we shut down our DC industry years ago by a political decision. It was in the trade magazines at the time in the nineties but once again the politicians would not be told! The firms were Ferranti and GECI

However, the point of this missive is to point out to the Inspector that there will need to be a haul road as in other countries that have created both wind and solar farms as well as other formats over the years and the promises that the ground will be tillable afterwards is insincere as the drainage and disturbance will be so bad it will take years of cultivation before a grain crop will grow as before! There is also the point that if the haul road is in a suitable area that area may well become brown land and be developable whether or not the neighbourhood wishes it or not. It is now quite permissible to apply for planning permission upon land you do not own and it has been done to the fury of Farmers who have only found out when official letters landed upon their door mat! Whatever might happen in the future the Haul Road will have to be constructed as there is not enough mixing equipment of

concrete to leave lying across the landscape as last time there are not enough spare barrels for a start and only a limited number of towing units able to liberate them. The prime contractors would be the old museums with tank recovery vehicles and appropriate tackle!

It should be pointed out that the pylon structure weighs between 27 and 30 tonnes of steel depending upon design which might be for a straight run or a corner structure for an angled run. These structures will have larger bases and the foundations are substantially heavier.

That is the synopsis of the problem.

Words 1421
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Comments upon East Pye Solar Planning Application

My Comments apply under the following headings: from REPLY CODE [REDACTED]

Financial : Grid Implications: Transport Implications: Energy for U.K. Future : Social Engineering of local Area : Failure in Statements.

Financial.

The U.K. will become a generator of renewable energy from its own landscape and around its own shores. The U.K. has no money either in its Treasury or in the Department of Energy (Do E). The U.K. scheme therefore must be self financing. This will be done by the British consumer; domestic and business having a supplemental charge added to their electricity bill.

To encourage the private sector to invest in the infrastructure of wind and solar farms onshore and offshore by a Private Finance Initiative (PFI) which has its own taxation initiatives in the U.K.; the Do E will by contract allow a prearranged charge for electricity per unit and a supplemental charge upon the bill of the supplier of electricity. So the PFI will be financed by a Government PONZI scheme which would be punishable by law if formatted by a private individual. This will be tax funded by the State. It has been formatted by the Minister, Mr Miliband, that partaking in this scheme applicants will receive a benefit of £300 per annum reduction in their household electricity bill. However to attain this there is an entry fee the by way of a premium upon the electricity bill both domestic and commercial. There are no alternatives and none may avoid subscription. So the U.K. electorate and consumers will finance the whole renewable generation by personal subscription with no return. This was a format, Labour Party and Government approved, which was never offered to the electorate for approval and of which most are totally unaware.

The development will be not for the major benefit of U.K. consumers but for the benefit of the E.U. who will be the major user of the U.K. generated electricity to power their own infrastructure. There is nothing wrong in that BUT the total cost is not being born by either the British Government, or the Companies who would normally self fund but by the U.K. consumers and taxation payers. It is certainly not being wholly born by the E.U. who will be the ultimate beneficiary. The E.U. and the Belgian Government will provide an artificial island named Princess Elizabeth Island which will be an artificial energy hub operated by a company ELIA which will connect it to the E.U. power market. Also upon the island will be a Hydrogen Interconnector pipe is part of the project from and to the UK. The U.K. Cable will be known as Nautilus and will be rated for 300 GW and will partner the Triton Link to Denmark. However, this part of the 400 Kv rating in the European Area and the whole DC system is now considered too expensive. This will have an effect on the U K 400Kv Grid proposed as they are in the queue for switching components which are presumably not available to them either!

This cable will part/join the 400Kv D C Grid North of London before entering the North Sea Via the Thames Estuary and surfacing upon Princess Elizabeth Island off the Belgian Coast. This magnificent structure will have two problems. It will be close to the sea level and thus subject to saline corrosion and the expectation is to use AI dogs to patrol the premises for ongoing industrial monitoring and security. These will need regular maintenance as the parts corrode.

The provision of this link has been known about for years as we must recall the removal of many cables crossing the Thames at the time of the Olympic funding, development and the integration of electrical systems then. What is now more worrying is the proposed Lower Thames Crossing because such a tunnel or series of tunnels would contain not just traffic but also cables because one proposal shows exits from the Kent coast which would prevent working upon cables laid along the Thames riverbed. Who would own this in 60 years? This would also protect them from potential damage relative to the unexploded ammunition ship. There the project has a potential problem. One solution might be to bund the area around the wreck, pump it out and freeze the ground solid like Canvey Island which might make the explosives more amenable to recovery, maybe. However, there is limited current financial investment at the moment because of the sheer cost of the D C switchgear. So we are back to viable costs again and if it is not financially viable by the members of or the whole of Europe collectively then the paltry sum collected by the U.K. Government upon the customers of U.K. taxation, upon use collected therein, cannot hope to make it financially successful.

As a result there are limited funds for other projects as this unsustainable but supposedly sustainable project is developed. It is unsustainable because much of the infrastructure in the U.K. mainland and the North Sea will have to be replaced every 10 to 15 years in the same way it is at the moment; that is basic engineering and it is a format that will not change. Where will the panels, turbines and propulsion blades come from? We cannot import from 6 to 10 thousand miles away every time but this Government has made no provision for industry either initially or for replacement. There is a Ministerial belief that such events will happen but there is no fiscal framework to allow this to be. The phrase Net Zero encompasses nothing it is just two words. It is all in the brain of one man who has sycophants because they can see promotion and opportunity using the taxpayer as an unfunded provider and recipient of an overpriced product which they are already declining to use at a massive rate. If jobs, industry, finance and education were promoted by 20% it would be promoted as wonderful, a new dawn but that figure is the decline in consumption by the consumer. So to promote matters to the investors who are the operating companies the rates will have to be increased, again reducing consumption. The E U will only take the product if it is fair value so the U.K. will have a product neither its inhabitants nor its foreign customers can afford. It will be less viable than nationalised railways. What is worse we have no industry in the vital areas: no steel (as yet though there is supposedly to be some nationalisation of the steel industry with, purportedly first grade steel to be made for

industrial, civil and military purposes yet but that has to happen and China has to make some political representations which may yet alter the decision; no copper smelting bar a small amount in Scotland insufficient for immediate needs, no panel construction, no turbine construction at scale, nor battery manufacturers nor any financial structure to provide, we cannot even provide the switch gear!

The DoE will promote construction of Farms by offering advantageous terms for electric sale pricing to protagonists if they fund the capital costs. Effectively this is a P.F.I. development format. This will have three formats the value of the land for rent or purchase; the value and production of installed structures; the value of the land as a brown field development area upon completion of its primary industrial use of supposedly 60 years. That is an elastic date for its proposed initial use as an industrial site as further Planning will be available under existing Planning Law for Industrial or Residential Development depending upon views at that time.

The output of Solar and Wind Farms will be connected to the National Grid which will align to some close proximity with the existing structures but differ as current pylons are 36 metres high carrying 132kv cables whilst new pylons will be 50 metres high (half as high as Norwich Cathedral spire (93metres) carrying 400kv DC cables and larger air insulation gaps. This Grid will run from Scotland to the South Coast of England and cross the Channel upon the Multipliers. There will be pick up and dispersal points to allow BESS facilities for storage and readmission of it at favourable rates during night and day according to switching by the operators under formats agreed with the Government and approved Customers.

Private additions may be added by private customers depending upon their supply contract which might be by a supply company to domestic premises or by a private connection to a private BESS activity! The owner of industrial or agricultural buildings is entitled to apply for such permission.

The main problem for the whole platform financially is that by the Government's own figures the electricity consumption in the U.K. has declined by 20% i.e. a 1/5 which is huge. This is not a matter of military action on the borders of Europe or the Middle East but because U.K. Electricity Pricing is predicated upon the international price of gas. People cannot afford it but are still having a supplement added to their electricity bill for generation that will not be used and in some cases is turned off i.e. is not consumed.

Grid Implications

Upon the Eastern Seaboard of the U.K. Wind and Solar Farm Grids will run down a stone and clay ridge from Scotland to South England. The area from Lincolnshire, Norfolk, Suffolk, Essex the writer, a retired Systems and Production Engineer, can recall construction of 60 years ago which probably no Minister and few Civil Servants can. The smaller pylons had a smaller footprint but this time there will have to be a haul road from pylon to pylon across

much of the landscape. No statement has been made about this but the point about age is experience and nobody seems to be listening! NOW THEY MUST! The clay cap will sink all vehicles as it did last time. The concrete mixing lorries will be much larger and the foundation blocks much larger to be poured on site for the more massive pylons. A haul road is the only option because there are not enough mobile concrete mixers or spare barrels in the U.K. to make up the likely loss rate! Finally there will be closure of some roads to allow ground tackle to be rigged to recover lost vehicles. A further point that has not discussed is the required aggregate. Has it been calculated? Aggregate is calculated county by county by the Planning Authorities. Norfolk does not supply Lincolnshire or Suffolk. Projects like the sea wall at Dawlish functioned because many of the castings were made in Ireland and shifted upon site by crane. Here matters will be cast upon site, each county providing for itself from its own resource. Not to do so could inflict major damage upon other building works in each county.

Along the grid route there will be BESS sites which will allow Battery Banks to store and later relieve such to the grid according to switched demand to Europe, Ireland North and South, the Nordic States as well as ourselves. The problem of BESS sites is the lack of Public protection during their running. No coherent management plan seems to be resolved though some engineered examples have been portrayed. In an area of reduced water provision by precipitation, river and ground water where agriculture has to make its own reservoir commitments, where is water provision to come from? What would be the effect of heavy drawdown of the public drinking water supply?

We may not use the water from the River Tas because it is protected Chalk Stream but recently the Government via DEFRA have removed the Chalk Stream Protection Status. This is not unusual as DEFRA have done this before relative to land erosion by agriculturalists. If the question does not exist compliance is not required so fault is avoided. The public did not notice before so they are doing it again! It is noticed from the local Press the Fire Service have had little information other than notice so they may be less than happy about containment.

Transport Implications.

Two major areas seem mainly effected; the construction of the Solar Farms and underground cabling; also that of the Grid and the BESS structures allied to it and the nodes in between. Much of the BESS structures will be transported by 200tonnes trailers. These are moved by a Prime Mover and can have axle nests of between 5 and 8 axles with a steersman and a means of moving the height of trailer above the nests to improve carriageway clearance. Within Norfolk we can expect them upon roads limited to maximum 60mph but in actuality they will travel much slower. On B, C and D roads there may be public and private foul water pipes crossing sub surface and some of these may have no revetments allowing cracking under heavy loads. They may not be marked upon a 6 inch

survey maps and local enquiry may be required. Pye Solar have been notified but I have no idea if a survey has been made.

Smaller loads and component parts will presumably be transported by articulated fifth wheel trailers and turnings and field gateways will need to be re-enforced along with any ditch crossings to prevent future flooding. However, as commented upon above there could be the requirement for the Lower Thames crossing to be considered. If so who will pay. Remember the Dartford Tunnel and the Elizabeth Bridge are supposed to be paid for by now and they should be toll free. What has happened to all the money and who has it? Government and County Councils have been very quiet about it. Money keeps going into the coffers! We cannot expect the cost of those to be added to our electricity bills! If new tunnels are needed, then new boring machines will be required which will have to be ordered from Germany.

Energy for U.K. Future

From comments made about the Solar Farms and presumably the offshore and any on-shore wind farms the longevity of each site will be at least 60 years. There is no reason that each of these sites may not continue longer. It would probably make economic sense with regular replacement of banks of panels. The infrastructure is there, haul roads constructed BESS facilities and control rooms and intercommunications provided. It seems clear from the desire of the current Government that the U.K. will become more if not wholly a part of the E.U. and thus a generator of substantial load for E.U., Nordics and Ireland. It is accepted there will be political problems requiring solution and there will probably more Multipliers to install between U.K. and E.U.

Social Engineering

This will probably fall into the Education of the local population to take advantage of the local opportunities but most of it will be construction and control. Construction and maintenance will be an early stage but maintenance will be fairly formal unless we see processing centres locally. We could see electrical and scrapping services plus some switching jobs in the control rooms but only if an engineering hub is formed will there be much local employment.

There might be some building work depending upon how much brown land was made available and if there was a shift away from Solar to modular nuclear formats. Farming might alter a little as the ground temperature may rise over the ground conductors but that is likely to be marginal. It is suggested the working population will not change much except in bias much from the past generation. Electrical knowledge will substantially improve and mechanical skills will not be so prevalent.

On top of this it is now more important to finish the Russia/Ukraine war so the wheat can be planted and harvested. Russia envied two Ukranian matters; the valuable metals and the

grain export to Africa. To provide the solar farms we are losing our ability to feed our population and that wheat is needed!

Failure of Statements

The final problem of this potential change of the Communities of Britain is the failure of statements of the Governments in charge. While many have been aspirational many have been blatant political lies to attain power. The Electorate could after a while see these and have been angered as well by the financial manipulation of the many schemes. To be told the solar/wind scheme would save the households of the land £300pa while finding out every bill payer would contribute a substantial development cost upon their electric bill which is predicated upon the price of gas was beyond intolerable. This is not for the benefit of UK but for its major customer Europe who will only buy if the price is right i.e. cheap. Worse for us, it will be so expensive our businesses will be unable to make as good a profit as our competitors so where are the promised jobs. While there is argument that the price of oil has had an effect the basic format was worked out long before that with U.K. oil in the ground and gas in the wells.. Failure to supply was a political decision. The Public knows that, is angry and shouting Fraud!

From the 26th August the cost of this scheme will grow to £1 Billion GB Pounds Stirling. This is to include land purchase costs. A point here I was present when the Public Face at a meeting with the Public at large declared there would be no land acquisition as all land would be rented! So this was the public statement of the company. As the Government and the Company have no money bar some borrowings this £1Billion will have to be made up by addition to the bills of the consumers and the added charges of the unit of electricity consumed by private and business users for the foreseeable future ad infinitum. That is a TRUE PONZI SCHEME!

So the major problem for Europe and the U.K. is the financial cost which has not been predicted with any accuracy whatsoever. It has been a political fraud and several Prime Ministers, Foreign Ministers, Chancellors, Cabinets and Ministers of Energy have been wholly deceitful to the electorate over the matter entirely. This is also true of the politicians of Europe. The whole electorate of this whole area as the reluctant funders of this organisation require the Inspector to notify the Government that this is a LEGAL FRAUD PERPETRATED UPON THE PUBLIC AGAINST THEIR DESIRE AND WISHES!

One of the reasons President Trump is annoyed is that America is predicated upon Canadian heavy crude on their west coast refineries and have need of Brent crude as a mixing oil.