

NORFOLK.

7 JUL 2026

East Pye Solar.

4/10/26

Dear Sirs,

I have enclosed 4 submissions.
I am afraid it is beyond me to be able to submit it on line. If there is anything not quite right please let me know. I wish for all our submissions to be taken into account please.

You can email me, I can manage that!

As I have said before this whole process has eliminated so many residents, put a dreadful strain on older persons like me, but we have persevered as we hold our homes, wildlife & Norfolk countryside dearly to our hearts. Please do visit Lodge Rd and our homes. Please do take into account all we are putting to you.

With many thanks for your diligence.

Kind Regards John + Suzanne.

Clarke

EMAIL

JOHN & SUZANNE CLARKE

From: Suzanne Clarke

Subject: Requested information for the
inspectorate

Date: 2 Oct 2026 at 18:24:33

To: Suzanne Clarke

Suzanne Clarke,

Required information from day one at

Dunston Hall.

BRIDLEWAY NO. 9 , Tivetshall st margaret also called Prangle Lane situated off Lodge Road. Site 2A. For the last two years I have been trying to get the panels moved back from the bridlepath without success. Even a request from our MP [REDACTED] [REDACTED] was not successful.

The applicant claims a large hedge as part of the margin . The hedge is on the west side of Prangle Lane and their site ends when it meets the East side of Prangle Lane. See LAND REGISTRY NK 498174 and NK 498175 . Therefore, there is nothing substantial to shield the horses from the panels. The panels are almost 15 foot high. They move to face the sun , make noises , glint and glare. Without a substantial margin of hedges trees et cetera the bridlepath will be unsafe for horse riders. The British Horse Society has not assessed these new large moving panels only shorter fixed panels. So my request would be to create a margin of at least 30 metres especially at the commencement of the build when the plants will not have grown. A spooked horse could run straight onto the road. A margin of 30 metres will give the horse a better chance of assessing the situation and the rider a chance to turn their horse and get it under control . The field is so vast it could accommodate a generous margin .

RESTRICTED BYWAY NUMBER 6 TIVETSHALL. Works plan
AS- 003.

I believe this is shown to be closed for construction and used during operation. This further limits off road riding and will have similar problems when in use. The path leads to miles of off road riding right through to Long Stratton. Something that will be sorely missed if vehicles are allowed to use it permanently or for construction. The Norfolk CC s submission is that the access should run from 2A through CRC3 into 2B . 2B is bisected by Byway 6 so only a Haul crossing route would be necessary on byway 6 ,to access the rest of 2B and then a Haul crossing to CRC2. All referred to by the Norfolk County Council

submission. I can see no reason that it is necessary to either close or use byway 6 apart from creating a crossing. It is used continuously by walkers ,equestrians and cyclists and facilitates long safe off-road routes the loss of which would be major for this area .

Equally the same will apply to great moulton path number 19 known as HUNDRED LANE . This would be sorely missed as well.

Furthermore the Applicants proposal to use Lodge Road for their construction and operational traffic would put the final nail in the coffin for horse riders.

It would appear that the applicant has put in the application before making the proper and adequate arrangements . They have not consulted our parish council where something as important as this would have been discussed with residents and given the council the opportunity to put these concerns to the applicant before submission. I request that a proper assessment of the bridlepaths and Lodge road , are made with the safety of the horse and rider and other users , of paramount consideration.

Furthermore this process has been so difficult , the method of registering and the vast amount to navigate that makes it impossible to find all the information one needs. It is only available online and a large proportion of residents have not got the skills to navigate it, including myself and husband, so I hope you can be tolerant of our attempts at making the submissions to you . I hope you can consider and action all the issues we are raising with you.

The application is far from adequate or transparent. Thank you for your time and consideration .I enclose a map for reference as well as photographs of bridlepath No 9 showing the vast area that would be covered with panels 15 foot high and security fencing.

Bridlepath path No 10 shows the pleasant grassed track that is very special with an abundance of wildflowers in spring and summer.

Kind regards Suzanne Clarke .





Editorial Board

Case	α	β	γ	δ	ϵ	ζ	η	θ	ι	κ	λ	μ	ν	ξ	$\omicron$	π	ρ	σ	τ	υ	ϕ	χ	ψ	ω	
1	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5
2	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5
3	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5
4	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5
5	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5
6	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5
7	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5
8	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5
9	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5
10	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	2.1	2.2	2.3	2.4	2.5

East Pye Solar

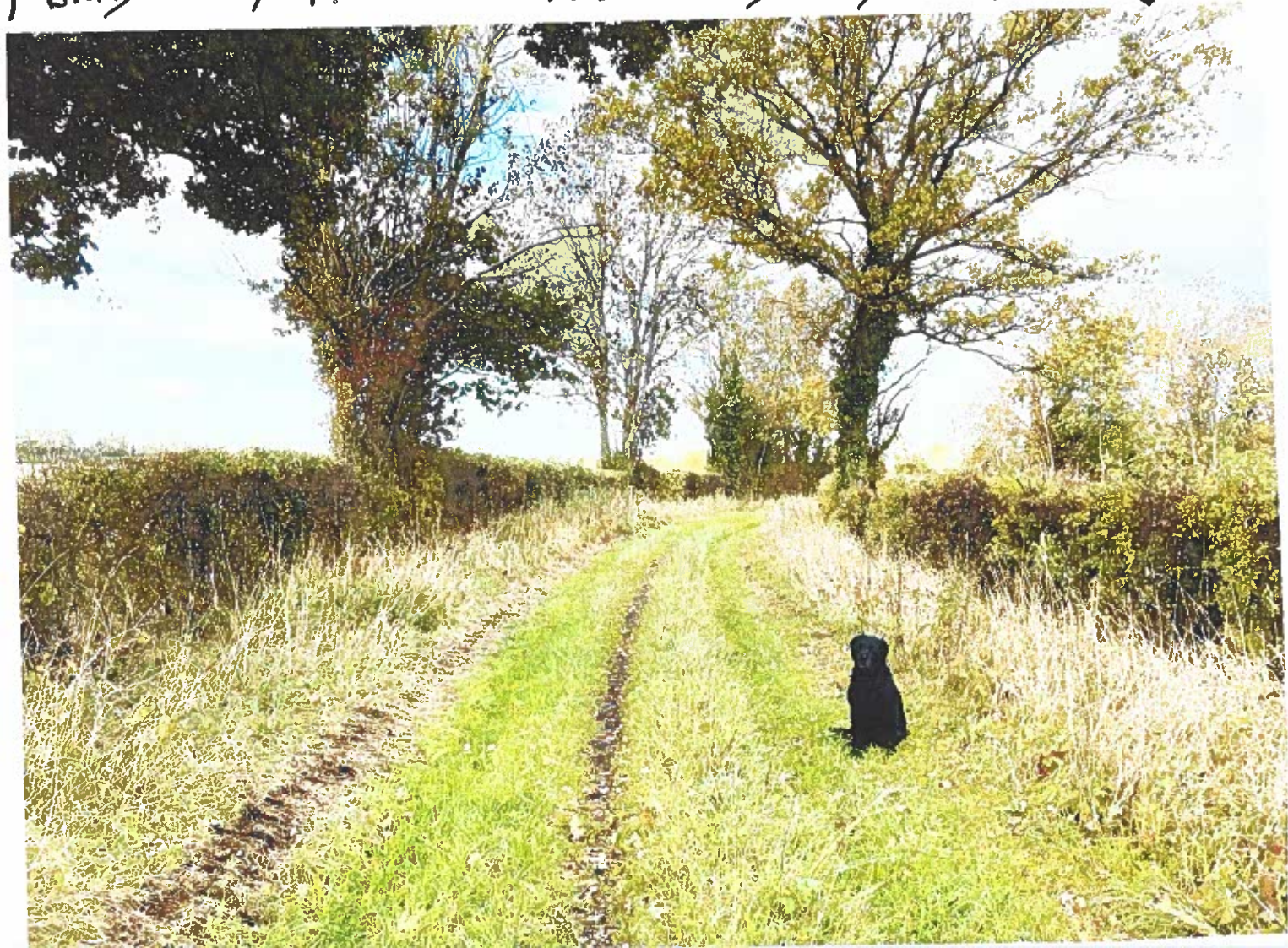
Green Infrastructure Strategy
Sheet 10

REC'D IN 2	1500	1500
33310121	1500	1500
REC'D	1500	1500
V1	1500	1500
EN0110014/APR/2.13	1500	1500



↑ BRIDLEWAY 9.

RESTRICTED BRIDLEWAY 10 ↓



BRIDLE PATH No 9 TINESHILL
SHOWING THE VASTNESS
OF THE SITE 2A WHERE
BETTER MARGIN COULD
BE DONE FOR EQUESTRIANS



From: Suzanne Clarke [REDACTED]

Subject: Re: Brian Anderson [REDACTED]

Date: 1 Oct 2026 at 11:10:13

To: Suzanne Clarke [REDACTED]

Dear Sirs. I applied to speak on [REDACTED] behalf but was not allocated a slot. Therefore I am submitting this on his behalf so you can read it. OPEN HEARINGS.

I am speaking on behalf of [REDACTED] has lived in [REDACTED] since he was six months old. He is now [REDACTED] The cottage is opposite the access from B1134 to the substation and BESS etc.

A lovely close knit family [REDACTED] mother died 11 years ago his father just three years ago. For the last 18 months or more [REDACTED] has been bombarded with letters from East pye solar which have given him great distress as they have been addressed to either his mother, his father, executors or himself even receiving more than 10 in one post. At one of the East pye consultations, with help [REDACTED] complained to a representative of EPS and they promised no more letters would be sent. For awhile this happened but soon the letters were being delivered again. We estimate he has received at least 50 letters. When returning from work one evening there were two representatives from EPS waiting to see him. He tells me he does not like going home for fear of more letters and, if anyone were to be waiting, he would drive past.

[REDACTED] feels he has been picked on and have a vendetta against him as his neighbours do not receive all these letters or a visit. But more importantly, there has never been an explanation for what they want with his cottage. If his garden was taken from him or the cottage, it would be devastating. He is not able to easily cope with this and he cannot afford the legal representation he would need to represent him.

Two years ago [REDACTED] became engaged to be married and his plan was to sell the cottage so they could get a place together. But now with all this trouble hanging over him and the value of his property reducing considerably, he says his life has been destroyed and he has had [REDACTED] due to the impact, all of this, has had on him. We of course support him so he hopefully will cope.

[REDACTED] has the same concerns for all the people in a similar position in this scheme not knowing what the future is for their homes throughout this long process. He is especially concerned for the people of Great Moulton that have so much proposed infrastructure right on their doorsteps.

Being a former agricultural worker he is concerned about the loss of so much farmland which is so unnecessary as there are many better ways of doing this before using quality food producing farmland.

[REDACTED] would like to add that the proposal to use [REDACTED] as an access road is totally unsuitable. It is a lovely quiet lane lined with trees public paths and is full of character. However we are a farming community and he knows how crucial it is for the farmers to get on their land when the weather allows. It is a sacrilege to change this.

Thank you for listening to [REDACTED] story.

Suzanne Clarke [REDACTED]

_____ and _____

[REDACTED] [REDACTED] [REDACTED]. It has a

See map attached .

I appreciate that I'm speaking particularly about my own area , which may

sound selfish, but it is the area I know intimately and the issues here are similar in the wider project. So many of us risk losing part of our country way of life the ability to walk cycle and ride along quiet lanes and paths together with the loss of wildlife and productive farmland within a very special landscape.

I am very concerned that the applicant has proposed to use Lodge Road for construction traffic and operational traffic when the Norfolk CC has already approved use of A140 and B1134 further along Station Road which provides links to all the sites here in Tivetshall and Great Moulton. We support the NCC opinion that only A and B roads are used for access . The lanes and public paths here are popular with walkers , cyclist and horse riders . The road construction is only a cart track overlaid with tarmac and chippings in recent decades with no foundations . The road is essential for farm traffic for agricultural needs and moving of livestock .

We are also concerned about the security lights activated by the nocturnal wildlife which will compromise our much cherished dark skies. Noise and visual impact . These are a new type of solar panels that are almost 15 foot high and move ,glint and glare and make noises that can be detrimental to the enjoyment of homes and gardens and mental health.

A fact is that Norfolk has surpassed our allocation for renewable energy.

The National Grid has to build the sub station but it has not decided when and where they are going to build it. Surely this application is premature and presumptuous.

Anglian Water has refused the supply of water so how does bringing in thousands of gallons of water in tankers fit into the environment ?

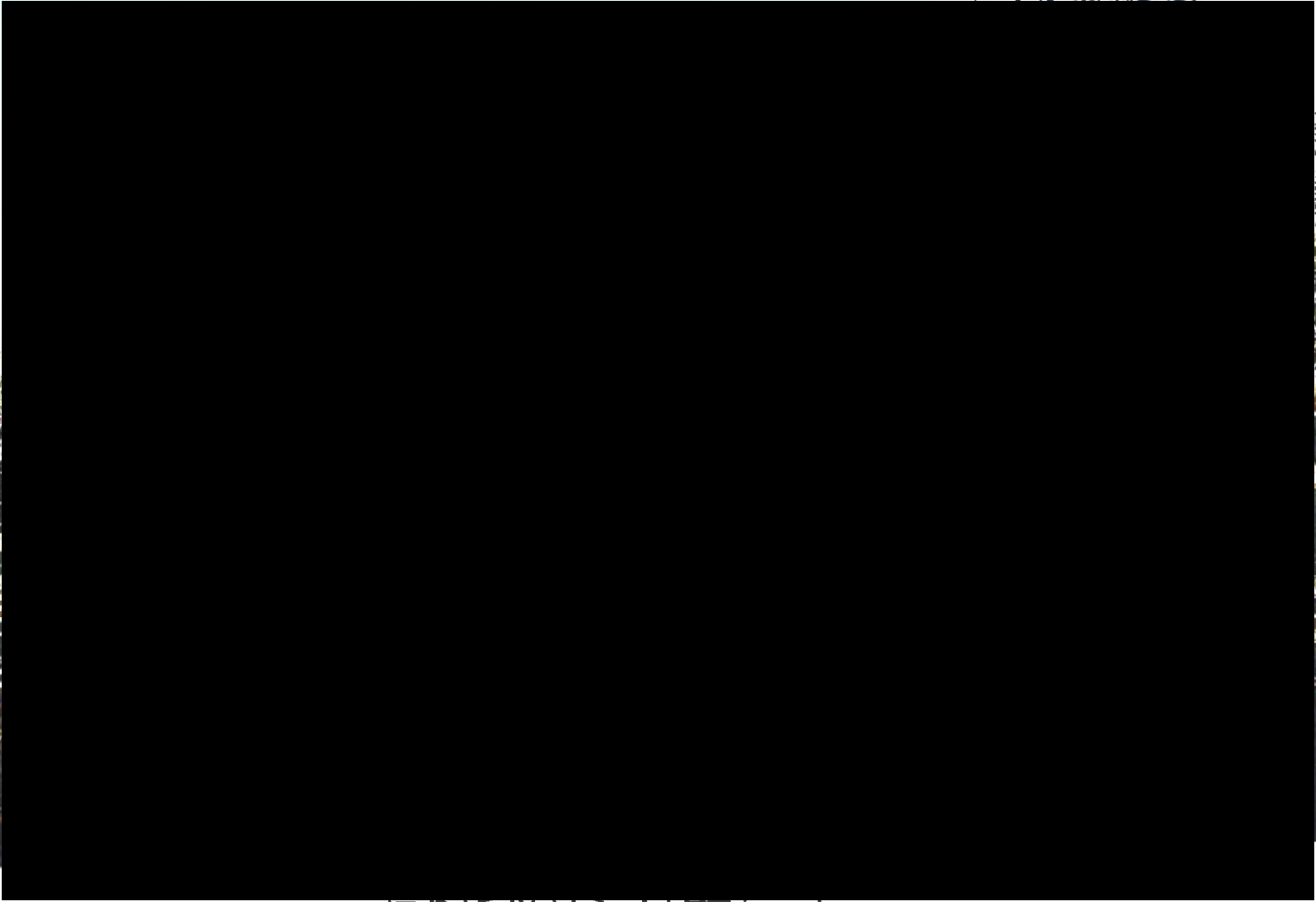
The project is promoted by Island Green Power which is 100 % owned by managed funds of Macquarie Asset Management that owned Thames Water.

This financial position should be taken seriously by the inspectorate and referenced to the government.

Also there is no decommissioning Bond . What could we be creating for the next generations?

We invite the inspectors to visit our home and Lodge Road as soon as convenient.

Kind regards John and Suzanne Clarke.



FRIENDS MEET



THROUGH THE TREES
ON THE RIGHT THERE
IS PROPOSED SOLAR
PANELS IN THE
DISTANCE.



Appeal Decision

Site visit made on 27 July 2009

The Planning Inspectorate
4/11 Eagle Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN

☎ 0117 372 6372
email: enquiries@pins.gsi.gov.uk

an Inspector appointed by the Secretary of State
for Communities and Local Government

Decision date:
13 August 2009

Appeal A

Appeal Ref: APP/L2630/A/09/2100404

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by [redacted] against the decision of South Norfolk District Council.
- The application (Ref 2008/2348/CU), dated 1 December 2008, was refused by notice dated 2 February 2009.
- The development proposed is the change of use to include the running of scaffolding business, storage of building materials on site and stacking of externally stored materials at a height greater than 1.8metres/removal of condition 7 of planning permission reference SW07/99/0471/F.

Appeal B

Appeal Ref: APP/L2630/A/09/2100388

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a grant of planning permission subject to conditions.
- The appeal is made by [redacted] against the decision of South Norfolk District Council.
- The application Ref 2008/2345/F, dated 1 December 2008, was allowed on 2 February 2009 subject to conditions.
- The development permitted is 'the retention of building for the storage of scaffolding with undercover parking provision for vehicles and retention of 2.5m high metal fencing'.
- The condition in dispute is No.1 which states that: 'The storage building hereby permitted shall be removed from the site and the storage of scaffolding shall cease on or before 2 February 2011 and the land restored to its former condition prior to the 'above date'.
- The reason given for the condition is: 'To enable the local planning authority to secure the removal of a development which is of a type which is considered detrimental to the amenities of the locality if granted permanent consent, contrary to Policies ENV18 and IMP9 of the South Norfolk Local Plan 2003'

Appeal C

Appeal Ref: APP/L2630/A/09/2100358

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a grant of planning permission subject to conditions.
- The appeal is made by [redacted] against the decision of South Norfolk District Council.
- The application Ref 2008/2346/F, dated 1 December 2008, was allowed on 2 February

2009 subject to conditions.

- The development permitted is 'a retrospective application for replacement of 4 existing storage buildings'.
 - The condition in dispute is No.2 which states that: 'The buildings hereby permitted shall not be used other than for the storage of roofing materials as permitted by planning consent 1999/0471 and for the storage of scaffolding for a period of two years from the date of this permission. The buildings shall cease to be used for the storage of scaffolding after 2nd February 2011'.
 - The reason given for the condition is: 'To ensure the use of the building remains of a type that is not detrimental to the amenities of nearby residents or the safe and free flow of traffic in accordance with Policies IMP8 and IMP9 of the South Norfolk Local Plan 2003'.
-

Procedural Matters

1. **Appeal A** relates to an application to change the use of the site to include the running of a scaffolding business which is not covered by the description of the development permitted in the 1999 planning permission (Ref. 1999/0471). This authorised the erection of a storage building and the use of the site for the storage of roofing materials. Condition 6 specifically restricts the use to the storage of roofing materials and for no other purpose. The appeal proposal also seeks to permit the storage of building materials at a height of up to 2.5m rather than the 1.8m limit under the 1999 permission. This is covered by condition 7 of the 1999 permission. It is understood the appellant has always used the site for scaffolding associated with his roofing business in an ancillary manner but that the use has intensified in recent years as a separate scaffolding business has been developed. **Appeals B and C** relate to appeals against conditions attached to new permissions which the Council has recently granted for the erection of additional storage buildings. **Appeal B** also seeks permission to retain a 2.5 m metal fence which has already been erected on part of the site boundaries. These permissions effectively allow the scaffolding use to remain but only until 2 February 2011.
2. The application in respect of **Appeal B** is described in the permission given by the Council as a retrospective application for the replacement of 4 existing storage buildings but only 2 had been built. That was the situation at the time of my site visit and so the appropriate description of the development sought would have been as described in the application form; namely, 'the replacement/rebuilding of 4 No. existing storage buildings'. I will deal with the application on this basis.
3. At the time of my site visit the structure the subject of **Appeal B** had been erected and 2 of the 4 proposed garage type units (**Appeal C**) had been built. Scaffolding materials were stored within the larger building which comprised open sided racks with a steel roof attached to the top. The steel fence was in place over much of its planned length.

Decision

4. I dismiss all 3 appeals.

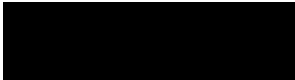
Main issues

5. I consider the main issue in **Appeal A** is the impact of the proposed development on the living conditions of the occupiers of nearby properties with particular reference to noise and disturbance.
6. I consider that the main issue in **Appeals B and C** to be the effect that removing or varying the disputed condition would have on the living conditions of the occupiers of nearby properties with particular reference to noise and disturbance.

Reasons

7. The appeal site is in open countryside with several dwellings nearby and a Quaker burial ground to the north dedicated as a place of peace and rest. The business at this site has been established following the original permission in 1999 and appears to be successful. The expansion of existing businesses for employment purposes is supported by Policy EMP 6 of the South Norfolk Local Plan 2003 (LP) and the permissions granted for the new buildings reflect this. However, decisions need to be made having regard to the plan as a whole. LP Policy IMP 9 requires decision makers to have regard to the impact of development on nearby residents and to resist developments that have a significant adverse impact. LP Policy IMP 10 and *Planning Policy Guidance Note 24: Planning and Noise (PPG24)* recognise that noise can have significant effects on the quality of life enjoyed by individuals. The thrust of this policy is that development should be refused if the occupants of housing would be exposed to a significant noise disturbance.
8. It is obvious from the number and content of representations received that there has been an increased level of noise nuisance in the last 2 to 3 years particularly with the expansion in the scale of scaffolding business carried out at the site. Of particular concern has been the early morning start for the loading of scaffolding poles onto lorries with the use of fork lift trucks and lorries having reversing signals. Claims of starts as early as 06.30 hours have been made. The clanking of the poles as they are manhandled is an unavoidable penetrating metallic noise which I can appreciate would travel over some distance in the quiet rural conditions near the site. Claims of metal cutting have also been made. I appreciate that the buildings provide cover which is of great value in frosty or wet conditions but the size of the site gives scope for further growth of the scaffolding business and more noise generation.
9. The original business was established following its unauthorised existence for about 6 years and where earlier industrial proposals of a larger scale had been refused. Conditions were attached in 1999 to ensure the scale and type of operations remained appropriate to its quiet rural location. I consider that the quality of life for local residents is as appropriate a concern now as it was then. I understand how their fears about the expansion of the business appear to have been greater given the history of the appellant failing to first apply for permission for the current proposals or failing to implement the landscaping requirements of the 1999 and 2009 permissions.

10. No noise evidence has been provided by the appellant to support his case. The views of local residents are understandably based on their perceptions and the Council's representations on this are not based on actual noise survey results. The site was quiet at the time of my visit so I was unable to judge the early morning situation first hand. Faced with the information available and applying common sense to the likely situation I consider that the noise climate for local residents has deteriorated to a level that has become unacceptable. I therefore attach significant weight to this consideration as I can appreciate how annoying the clanking of metal on metal can be if repeated day in day out, especially early in the morning.
11. I have given substantial weight to the need to support local businesses and the expanded employment this company offers. However, I do not consider that expanding the scope of the 1999 permission in favour of the appellant should be at the expense of or outweigh the sort of living conditions that local residents have a right to anticipate in this otherwise quiet rural environment. While I give this matter high priority it does not outweigh the concerns I have for ongoing noise pollution in the area. The weight I attach to this consideration is less than in respect of the noise issue. I am satisfied that the condition that was applied in 1999 was necessary and still serves a useful purpose. I also consider that it is reasonable in this context and meets the tests in *Circular 11/95: The Use of Conditions in Planning Permissions*. I also consider that circumstances have not changed sufficiently over the last 10 years for me to reach a different conclusion. I conclude that given its rural context and the proximity of residents this particular appeal site is unsuitable for the type of uses being sought in these appeals and would have a harmful impact on the living conditions of the occupiers of nearby properties with particular reference to noise and disturbance.
12. The time period allowed within the conditions imposed by the Council in respect of the buildings the subject of **Appeals B and C** are necessary and reasonable to allow time for alternative arrangements to be secured having regard to the guidance in *Circular 11/95*. I therefore conclude that these 2 appeals should fail along with **Appeal A** as being significantly harmful to the living conditions of the occupiers of nearby properties with particular reference to noise and disturbance and in conflict with LP Policies IMP9 and IMP10.
13. I have had regard to the other concerns about highway access and safety which would be capable of resolution by condition if the appeals were to be allowed. I have concerns about the visual amenity and landscaping aspects of the proposals given the scale of the buildings and the limited room available around the edges of the site given the position of the fencing. Landscaping information falls well short of the requirements set out in LP Policy IMP 1. These add limited weight to my decisions to dismiss these appeals.


INSPECTOR

[REDACTED]

From: [REDACTED]
Sent: 07 January 2009 19:43
To: Planning
Subject: application numbers

Norwich and Waveney Area Meeting
Religious Society of Friends
Finance, Property and Wardenship Committee

07/01/2009

Application numbers: 2008/2384, 2008/2385, 2008/2386, [REDACTED] [REDACTED]

Dear Sir,

I understand that these applications are retrospective with respect to some works that have already been carried out. These works are close to, and impinge upon the property known as [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] Although this is no longer a Quaker meeting house, it does contain an historic Quaker burial ground. The ground was set up as place of permanent peace and rest, for the living and the dead, in a beautiful and quiet part of the country. The buildings on [REDACTED] [REDACTED] and their use as roofing works depot despoils the burial ground as place of peace. We therefore strongly object to the development as proposed and would wish to see the farm returned to its proper rural use.

Yours Faithfully

[REDACTED]
Clerk of the Committee

08/01/2009



Campaign to Protect
Rural England

CPRE Norfolk
42-46 Bethel St
Norwich NR2 1NR

Email [REDACTED]

12 January 2009

[REDACTED]
Planning Services, South Norfolk District Council
Swan Lane
Long Stratton NR15 2XE

References: Planning Applications 2008/2345, 2008/2346 and 2008/2348

CPRE is concerned about the above Planning Applications which seek retrospective approval for the development of facilities on a site which has now become, in all but name, a brownfield industrial site. In addition it is clear that certain conditions specified by the District Council in granting planning approval for a previous planning application related to this business have not been met.

The success [REDACTED] has achieved in building up his business from a one man operation to one employing a workforce of some 34 people is highly commendable. However in achieving this success various alterations and developments have been carried out without regard for the well established processes of applying for planning approval.

If this development had gone through the normal planning approval processes, it is considered that it would not have been possible to achieve approval for an operation of the present scale. Enclosure 1 provides a list of some of the areas in which the current facility does not conform with policies in the South Norfolk Local Plan.

Whilst CPRE is reluctant to disrupt this successful business, the extent to which the planning processes have been ignored is considerable and unacceptable and the scale of growth of the facility is such that it is now completely inappropriate in its present location. CPRE therefore objects to the Planning Applications and proposes that the business operations be re located in one of the areas designated in the Local Plan. A reasonable time should be allowed for this relocation to be achieved and consideration given as to whether any source of funds might be available to assist in this relocation. Enclosure 1 to CPRE Norfolk dated 12 January 2009

THISTLEDOWN FARM DEVELOPMENT - NON-CONFORMANCE WITH THE POLICIES CONTAINED WITHIN THE SOUTH NORFOLK LOCAL PLAN

POLICY No.	POLICY STATEMENT (some edited for brevity)	CPRE COMMENT
ENV 7	Strategy for the distribution of development	Fivetshall St Margaret is not one of the villages in Rural Areas specifically allocated for development

PTO

From: Suzanne Clarke

Subject: Re: Suzanne Clarke

Date: 4 Oct 2026 at 17:43:50

To: Suzanne Clarke

Dear Sirs, I write regarding proposed access route through

Comments on further submissions accepted by ExA + submission at open hearing 1.

APP/6.2 figures 11.2 -11.18. Works plan AS003 .

NCC Documents traffic and transport 4.56 the traffic and transport impacts of the development are assessed in the ES volume 1 chapter11 (APP – 4) . SITES 1A to 2C there should be only one access located on B1134 station Road and all vehicles are to use CRC 2 and CRC3 to access the individual sites. Haul route crossing facilities should be used to cross Lodge Road and Frith Way.

The applicant has put a route down from CRC2 to Lodge Road creating a two-way route for construction and operational traffic on Lodge Road exiting onto Station Road B1134. There is no reason for this as adequate access is provided by the A140 and the B1134 further along. This route is not connecting to a site or cable run and I can only guess that they are wishing to create another access to the B1134 because they have so much transport needs .The NCC has stipulated that only A and B roads should be used for access. I have been trying to get a proper explanation to this for the last 2 months but have not had an answer to my questions yet.

Lodge Road is only 3 metres wide and 2.7 in places . 3.5 is recognised as best practise for HGV.

The map shows that they intend to feed in from both the west and east. So indicating all their transport for the sites, the BESS and substations on this side of the A140 in its entirety could come down our lane . This added leg is on Tivetshall footpath No 5 . They are not connecting to any cables or sites in lodge road just the B1134.

Lodge Road is a quiet narrow C Road very popular with walkers riders and cyclists. There are six public paths leading off it, including Bridle and cycle paths. The National trail of the Boudicca Way , Rebellion cycle route and the Workhouse circular route are all connected to Lodge Road.

Lodge Road is an unmetalled road , a cart track that was tarmaced and shingled in the 1950s with no foundations , with only grass verges all of which damage easily in winter and badly break up and the Council struggle to afford the repairs.This will only be exacerbated by construction traffic. There are only verges for pedestrians to step onto when vehicles are passing . Large

drainage ditches run alongside the verges. These are important as a flood defence for our homes , fields and road . In places the ditch is right up to the road. There is also vital communication cables running shallowly under the surface of the verges. There are 3 blind bends on this piece of road.

I have contacted every resident of [REDACTED] [REDACTED] and asked them to complete the enclosed pieces of paper. All have responded with the exception of one person who is not there, one person who declined to give a view as they rent and one person who has already done their objection. Also 3 close neighbours who work in Lodge Road have responded. Therefore, it is an overwhelming objection to this proposal . Several of our homes are Grade2 Listed. We moved here 49 years ago and in those days I was able to ride on the A140! In recent years the B1134 has even become difficult to walk safely on with the increase in traffic and size of lorries, et cetera. The C roads give us the opportunity to enjoy the countryside , wildlife, fresh air and leisure activities so important for health.

There is a fair amount of traffic on Lodge Road but generally the drivers are careful and courteous to other road users. We would like to keep this ability to enjoy our homes and freedom in this very pleasant and quiet location.

I have been trying for 2 months to get answers to this plan from the Applicant but they will not respond .

I would like to draw your attention to the documents ES Chapter 11 Transport and Access . APP/6.1.11. Lodge Road in 24 hours (2 way)172 vehicles with 39 judged as HGV. Of course many of those HGV figures will in fact be farm vehicles as we have 2 busy agricultural farms and 2 livestock farms . Also it quotes 182 and 41 . On the final page it says there will be a 0% increase . This is too confusing to understand.

The relevant maps and documents and the neighbours comments are enclosed.

Thank you for your time.

With kind regards Suzanne Clarke.

[REDACTED]

[REDACTED]

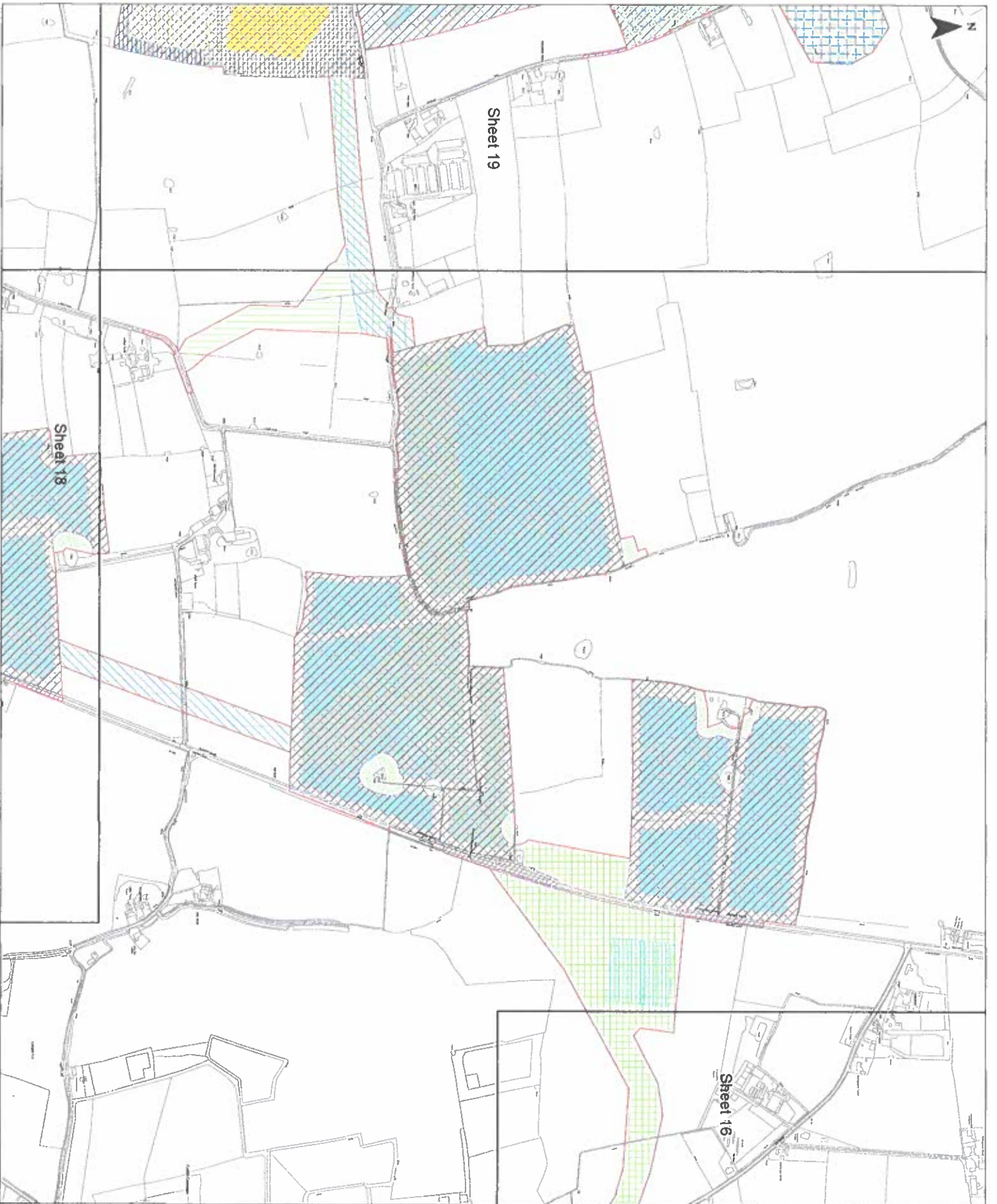
3 Construction Access Arrangements

- 3.1.1 There are 65 construction access and crossing points proposed for the Scheme to be utilised for access to the Sites and CRC within the Order Limits. Most of the access points provide direct access to the public highway.
- 3.1.2 Where practicable, existing field access points will be utilised to minimise the impact to vegetation. Appropriate widening and formalisation will be undertaken, where necessary. Access to the Sites and Sub-Sites will be retained post-construction phase to be utilised as access for the operational phase. Some, or all, accesses will be utilised for the decommissioning phase.
- 3.1.3 A list of access points is shown in **Table 3.1** which indicates the associated highway links, access type and anticipated use. **Appendix A** provides a plan showing the access locations.
- 3.1.4 Concept access design drawings for each access have been prepared based on the legal maximum sized vehicle (16.5m articulated HGV). Access drawings, visibility splays and swept path analysis is detailed in **ES Volume 3, Appendix 11.1 - Transport Assessment [EN0110014/APP/6.3.11.1]**.

Table 3.1 Access and Crossing Points

ID	Access to	Highway Link	Access Type	Existing/New	Use
A01	1C	B1134 Station Road	Highway access	Existing	Construction + Operation
A02	BESS Site 1A, D, CRC1, CRC2	B1134 Station Road	Highway access	Existing	Construction + Operation
A03	1A-B, 1D	Feth Way	Highway access	Existing	Construction + Operation
A04	1D	Feth Way	Highway crossing	Existing	Construction + Operation
A05	2B, CRC2	Lodge Road	Highway crossing	Existing	Construction + Operation
A06	CRC2	Lodge Road	Highway access	Existing	Construction
A07	2A, CRC3	A140 Ipswich Road	Highway access	Existing	Construction + Operation
A08	2B, CRC4 (west of A140)	A140 Ipswich Road	Highway access	Existing	Construction + Operation
A09	CRC4 (east of A140)	A140 Ipswich Road	Highway access	Existing	Construction
A10	2C	A140 Ipswich Road	Highway access	Existing	Construction + Operation
A11	CRC4, CRC Compound 2	Common Road	Highway and crossing	Existing	Construction
A12	CRC4, CRC Compound 2	Wood Lane	Crossing only	Existing	Construction
A13	CRC4, CRC Compound 2	Parker's Lane	Crossing only	Existing	Construction

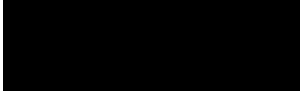
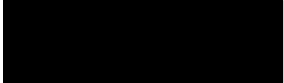
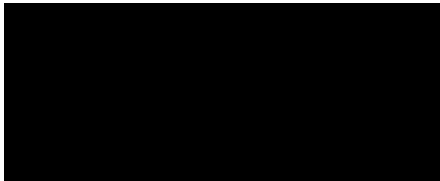




- Key**
-  Outer Limits
 -  Sewer Main
 -  Sewer Network
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Received from [REDACTED] on
28/04/2026

[illegible]

NAME 	FIRST LINE OF ADDRESS 	NUMBER IN HOUSEHOLD 2
COMMENT The road here is simply not suitable for the amount and size of traffic now using it. It is narrow and, in places, effectively single-track with blind bends, limited passing space and a 60 mph speed limit. We already have regular heavy lorry movements connected with the chicken farm and there are now large livestock lorries servicing the new pig-lorry wash at Walk Farm. On top of that there is daily tractor and other agricultural traffic. The situation becomes particularly bad whenever the A140 is closed, which has happened regularly. Traffic then diverts through these lanes and the road becomes a chaotic rat run. Cars, vans, tractors and HGVs meet head-on on narrow sections and at blind bends with very little room to recover safely. There are no proper footways or pedestrian refuges and these roads are also used by walkers, cyclists, horse riders and local families. My concern is that East Pye Solar construction traffic would add another major layer of heavy vehicle movements to a road network that is already under pressure. Repeated HGV use on narrow rural lanes risks damaging verges, road edges, drainage and the carriageway itself. It would also bring more mud, dust, noise and vibration into what is currently a rural environment. There is also a serious wildlife and habitat concern. These lanes are bordered by hedges, grass verges, ditches and field margins which provide continuous habitat and movement corridors for birds, bats, small mammals, amphibians and other wildlife. More HGV traffic, road widening, verge overruns, temporary works and any hedge or ditch disturbance could fragment those habitats and increase disturbance and roadkill. The cumulative effect matters, particularly when East Pye is considered alongside existing farm traffic and other energy infrastructure in the area. I fully accept that farms and local businesses need access, but this road system was not designed for sustained industrial-scale traffic. Any East Pye traffic plan should keep construction HGVs away from Lodge Road and the surrounding single-track lanes, protect verges, hedges and drainage and include enforceable routing, speed controls, restricted delivery times, monitoring and repairs where damage occurs.		
DATE: 27 September 2026	SIGNATURE: <i>Please sign by hand</i> 	

East Pye Solar Construction Traffic Comment

Name:		3 Occupants
Comment: As a homeowner in Tivetshall, I strongly object to Lodge Road being used as a two-way access route for construction traffic associated with the East Pye Solar project. Lodge Road is a very narrow rural lane and, in my view, is simply not suitable for the volume or size of construction vehicles that would be associated with a development of this scale. I understand that Norfolk County Council has previously indicated that A and B roads are the appropriate routes for this type of traffic, and I believe construction traffic should therefore be kept to suitable main roads. As a family with a young child, we use Lodge Road daily for walking and cycling. The introduction of frequent HGVs and other construction vehicles would significantly affect our ability to use the lane safely. This is particularly concerning because there are six public rights of way branching from Lodge Road which are regularly used by local residents. The road is not designed to sustain large volumes of heavy traffic. In addition to the safety concerns, increased construction traffic would introduce significant noise and disturbance into what is currently a quiet rural area. I am also concerned about the potential impact on local wildlife. We regularly see wildlife using the surrounding lanes, verges and fields, and a substantial increase in heavy vehicle movements, noise and general construction activity could cause considerable disturbance to these habitats and the wildlife that depends upon them. For these reasons, I do not support Lodge Road being used as a two-way construction traffic route for the East Pye Solar project. I ask that alternative access arrangements using roads that are more appropriate for heavy construction traffic are required, protecting the safety of residents and other road users, the character of the area, and the surrounding environment.		
Date:	Signed:	
28/09/26		

NAME	FIRST LINE OF ADDRESS	NUMBER IN HOUSEHOLD
COMMENT We object to Lodge Road being used for access to East Pye solar. It is a quiet, narrow rural road regularly used by residents, walkers & cyclists. Our children also regularly use and play along the road, and we are very concerned about their safety with increased construction & HGV traffic. We are also concerned about damage to the road & verges, noise and disturbance to residents.		
DATE: 27/9/26	SIGNATURE: 	

NAME	FIRST LINE OF ADDRESS	NUMBER IN HOUSEHOLD
		2
COMMENT We have lived on this road for 20 years. We are acutely aware of its useage by traffic from local businesses, residents, our farmers as well as walkers, cycling groups, riders and us the lodge and residents. We know that this road is narrow now. Apart from the first few meters where lodge road meets station road it is a single lane - not suitable for an access road for heavy vehicles. Adapting to be so would destroy the the habitat and make this quiet road unrecognisable. The road is edged by ditches, trees and peoples properties. We wonder if the EPS planners have seen this road during the seasons? Do they propose a route on a single visit? Do they take into account all of these things?		
DATE: 30/9/26	SIGNATURE: 	

NAME	FIRST LINE OF ADDRESS	NUMBER IN HOUSEHOLD
		2
COMMENT We do not want EPS to use lodge Road for construction traffic as it is a very minor country road - narrow with very few 'passing' places, and is not designed for heavy traffic. The A140 is a 'stones throw' away and much more suitable for access to the potential site. lodge Road has also become a very popular route with cyclists		
DATE: 26/9/26	SIGNATURE: 	

NAME	FIRST LINE OF ADDRESS	NUMBER IN HOUSEHOLD
		3
COMMENT I do not wish for Lodge Road to become a 2-way access road for East Pye solar construction / maintenance. I am concerned for the safety of my children and other pedestrians on this "quiet" road. We moved here to enjoy the peace and tranquility, which could potentially completely change.		
DATE: 27-09-26	SIGNATURE: 	

Steve Asbey
A4 sheet to cut up x
24 Sep 2026 at 5:00:04 pm
Suzanne Clarke

NAME	FIRST LINE OF ADDRESS	NUMBER IN HOUSEHOLD
		2
COMMENT We object to lodge Road being used as East Pye access. Unsuitable unclassified road. Norfolk County Council have stipulated only A and B roads to be used. B1134 and A140 already have access. This is a quiet road, enjoyed by cyclists and dog walkers. There is no need to use this road as a short cut...		
DATE: 26.9.26	SIGNATURE: 	

Steve Asbey
A4 sheet to cut up x
24 Sep 2026 at 5:00:04 pm
Suzanne Clarke

NAME	FIRST LINE OF ADDRESS	NUMBER IN HOUSEHOLD
		1
COMMENT Think that lodge Rd is not suitable for two way construction traffic (EPS). Understand that there is adequate access via B1134 + A140. Already a lot of large & heavy traffic using the road, don't need to be added to.		
DATE: 25.9.26	SIGNATURE: 	

NAME	FIRST LINE OF ADDRESS	NUMBER IN HOUSEHOLD
		2
COMMENT We do not want lodge Road to be used for access for EPS construction and operation, due to its unsuitability, and the damage that would be caused. The use of Lodge Road seems to be for CRC2 but it is unclear what CRC2 is for because it does not link between sites. Please investigate the use and function of CRC2. The road: * substrate and structure is unsuitable - it is an unmetalled C Road * single track often under 3m wide. * currently at capacity. When A140 is... PTO		
DATE: 2nd October 2026	SIGNATURE: 	

Steve Asbey
A4 sheet
24 Sep 27
Suzanne Clarke
00:04 pm

NAME	FIRST LINE OF ADDRESS	NUMBER IN HOUSEHOLD
		1
COMMENT Road totally unsuitable for heavy traffic. Was a lane suitable only for horses and carts and was tarmacked over in the 1960's with no proper foundations.		
DATE:	SIGNATURE:	

NAME	FIRST LINE OF ADDRESS	NUMBER IN HOUSEHOLD
		1
COMMENT I WORK IN LODGE ROAD AND KNOW IT IS UNSUITABLE FOR A HAUL ROAD. IF IT NEEDED WIDENING IT WOULD BE A SACRILIGE TO LOOSE THE CHARACTER OF THIS TREE LINED LANE THAT SO MANY OF US USE FOR LEISURE. THE OPINION + DITECTIVE OF NORFOLK COUNTY COUNCIL SHOULD BE FOLLOWED + USE A + BROADS FARMERS COULD BE AFFECTED AS THEY USE THE ROAD CONSTANTLY		
DATE: 29/9/26.	SIGNATURE: 	

NAME	FIRST LINE OF ADDRESS	NUMBER IN HOUSEHOLD
		4
COMMENT UNSUITABLE USE OF LODGE ROAD FOR ACCESS TO SOLAR FARM AND GRID CONNECTION WE USE IT FOR ACCESS TO AGRICULTURAL FIELDS INCLUDING LIVESTOCK. ALSO FOR LEISURE USE WITH FAMILY FOR BICYCLE AND WALKING		
DATE: 29.9.26	SIGNATURE: 	

NAME	FIRST LINE OF ADDRESS	NUMBER IN HOUSEHOLD
		4
COMMENT We use Lodge Rd every day to check cattle at Lott farm, walk ^{cycle} and ride horses. It is too narrow even for cars to pass each other, and totally unsuitable for construction traffic that would damage the road surface, verges and even people's driveways. I imagine it would cause complete blockages in traffic flow with people unable to pass them.		
DATE: 3/10/26	SIGNATURE: 	