East Pye Solar

Change Notification

Revision 1

October 2026

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The Infrastructure Planning (Examination Procedure) Rules 2010

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1 Notification of Intention to Submit a Change Application

1.1 Notification

1.1.1 This submission is to notify the Examining Authority (ExA) that East Pye Solar Limited (the 'Applicant') is intending to make a request for changes to the application for a Development Consent Order (DCO) for East Pye Solar (the 'Scheme'). The changes are expected to comprise:

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

1.1.2 A Change Application will be prepared having regard to the Planning Inspectorate Guidance 'Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination' dated 24 March 2025 (Planning Inspectorate Change Guidance) and to DCLG document 'Planning Act 2008: Guidance on Changes to Development Consent Orders', dated December 2015.

1.1.3 The proposed changes do not result in any amendments to be made to the Order limits.

1.1.4 The Applicant considers that the proposed changes, which are set out in more detail below, are not so substantial as to constitute a materially different project.

1.1.5 The Applicant would welcome the ExA's comments on the proposed consultation arrangements set out below.

2 Intended Changes

2.1.1 It is expected that the Change Application will comprise the changes set out below.

2.1.2 The location and anticipated extent of Change 1 is shown in **Appendix A**: Change Application Plan. The increased construction traffic generation figures and methodology relating to Change 2 is presented at **Appendix B**.

2.1.3 The Applicant notes that neither change engages the procedure for "additional land" set out in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (the CA Regulations).

2.1.4 An Environmental Statement (ES) addendum covering all ES chapters will be submitted with the Change Application. This will cover both of the proposed changes to the Scheme. It is noted that it is not currently anticipated that findings relating to any topic will result in any materially new or different significant environmental effects compared to those reported in the ES.

2.2 Change 1 Works Plans Changes

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

2.3 Change 2 Traffic Generation Changes

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

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

2.3.3 A review of this methodology identified opportunities to refine and update the assumptions underpinning the Scheme's construction traffic assessment and ensure consistency with the latest construction planning information

available. This more detailed information has been reflected in updated forecasts for the Scheme. Appendix B provides a summary of the updated methodology and reasoning for the uplift.

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

2.3.5 The updated construction traffic generation figures, the updated traffic assessment outputs, and an updated Outline CTMP will be provided within the Change Application.

3 Consultation

3.1.1 The Applicant has commenced engagement in relation to the proposed changes and will continue this prior to submission of the Change Application.

3.1.2 The Applicant considers that the proposed changes can be divided into two distinct consultation streams:

- Change 1: Amendments to the Works Plans to include a temporary construction and decommissioning laydown area at Site 7F; and
- Change 2: Update to the assessment of construction traffic generation and associated transport materials.

3.1.3 The Applicant intends to undertake targeted engagement with relevant local planning authorities, parish councils, statutory bodies and other interested parties, as appropriate, having regard to the nature and potential effects of each proposed change. A summary of the intended consultation approach is provided below.

3.2 Change 1 Works Plans Changes

3.2.1 The proposed Works Plan amendment would include a temporary construction and decommissioning laydown area within Site 7F. A temporary construction and decommissioning laydown area was included in the PEIR at Site 7D (in close proximity to the laydown area subject of this Change Notification) at the Statutory Consultation stage but was not included within the Works Plans submitted with the DCO Application.

3.2.2 The Applicant intends to undertake targeted engagement with statutory bodies, land interests in the vicinity of the amendment and relevant host parish councils on this proposed amendment between submission of this Change Notification and submission of the Change Application (refer to Table 5-1). The Applicant recognises that there are further opportunities for other Interested Parties to provide comments on the proposed changes, including through oral submissions at the issue specific hearings scheduled for the week commencing 14 December 2026 and written submissions at Deadline 4.

3.2.3 The purpose of this engagement will be to explain the proposed amendment, discuss any implications arising from the inclusion of the compound and obtain feedback prior to finalising the Change Application.

3.2.4 The Applicant will have regard to the feedback received during this engagement and will report on the consultation undertaken within the Change Application documentation.

3.3 Change 2 Traffic Generation Changes

3.3.1 The Applicant has already commenced engagement with relevant local planning authorities and statutory bodies regarding the revised construction traffic generation assumptions forming part of Change 2, as set out below:

- The Applicant issued a Technical Note to Norfolk County Council, in its role as Highway Authority, on 15 October 2026. The Technical Note set out the revised construction traffic generation assumptions and presented the changes in trip generation compared to those previously issued and used in the assessment submitted as part of the DCO Application.
- The Applicant held a meeting with Norfolk County Council, in its role as Highway Authority, on 20 October 2026 to discuss the revised construction traffic generation assumptions. During the meeting, the Applicant presented the updated methodology, explained the changes in forecast trip generation compared to the assessment submitted as part of the DCO Application, and invited feedback on the proposed approach.

3.3.2 This engagement will continue throughout the preparation of the Change Application. The Applicant will continue to discuss the methodology, assumptions, assessed effects and any associated mitigation measures arising from the revised traffic generation forecasts.

3.3.3 The outcomes of this engagement will be reflected, where appropriate, within updated Statements of Common Ground and supporting application documents submitted as part of the Change Application.

3.3.4 The Applicant will also use this engagement to discuss the associated amendments to the Works Plans required in respect of Change 1 and provide stakeholders with an opportunity to comment on the proposed changes.

3.4 Summary of Engagement to date

Table 3-1 Summary of Engagement to date

Relevant Consultee	Date	Form of Engagement
South Norfolk District Council	14 October 2026	Raised as agenda item in monthly meeting to inform LPA on intent for Change Application.
Norfolk County Council	14 October 2026	Email to inform LPA on intent for Change Application
Norfolk County Council (Highways Team)	15 October 2026	Issue of Technical Note setting out revised construction traffic generation assumptions and the resulting changes

Relevant Consultee	Date	Form of Engagement
		in trip generation compared with those assessed within the DCO Application.
Norfolk County Council (Highways Team)	20 October 2026	Online meeting following issue of the Technical Note to discuss the revised construction traffic generation assumptions, updated methodology and resulting changes in trip generation compared with those assessed within the DCO Application.

4 Information on Environmental Impacts

4.1.1 Assessments are currently ongoing to determine any changes to the potential environmental effects resulting from the Change Application.

4.1.2 Based on these assessments, the Applicant will submit an ES Addendum relating to the changes proposed. In addition, revised versions of the documents listed in Section 5 below incorporating the proposed changes, will be submitted with the Change Application.

4.1.3 It is not currently anticipated that findings relating to any topic will need to be updated as a result of the proposed changes and no materially new or different significant environmental effects are anticipated.

5 Examination Procedure and Timing

5.1.1 Having regard to Planning Inspectorate Change Guidance, a proposed Timetable for the examination of the change application is set out in Table 5-1 below.

Table 5-1 Proposed Timetable

Stage	Proposed Date
Submission of Change Notification	30 October 2026
Continued engagement with statutory bodies and local planning authorities on Change 1 and 2	30 October – 20 November [change application submission date]
Targeted consultation with Site 7 land interests and Site 7 parish councils	Wednesday 4 November to Friday 13 November 2026
Submission of Change Application	20 November 2026
Deadline 3	24 November 2026
ExA decision on whether to accept the Change Application	on or before 11 December 2026
Week reserved for issue specific hearings	w/c 14 December 2026
Deadline 4 – interested parties able to submit written representations on the Change Application	6 January 2027
Deadline 5 – responses to written representations on the Change Application	2 February 2027

6 Supporting Documents

6.1.1 It is expected that the following additional and updated documents will be provided in support of the Change Application.

Additional Documents

- Change Application;
- Change Application Consultation Report and consultation responses, if required;
- Supporting ES Addendum.

Revised Documents – with tracked change versions where required

- Works Plan;
- Guide to the Application (updated);
- Design Principles, Parameters and Commitments (updated);
- Outline CTMP (updated);
- Draft DCO (clean and tracked versions);
- Schedule of Changes for all updated documents.

7 Conclusion

7.1.1 The proposed Change Application enables the Applicant to respond to evolution in the design of the Scheme and feedback from key stakeholders. The proposed timetable and procedure ensures the Examination of the DCO application and Change Application remains inclusive and efficient, with all parties having the opportunity to participate, and Examination completed within the time remaining.

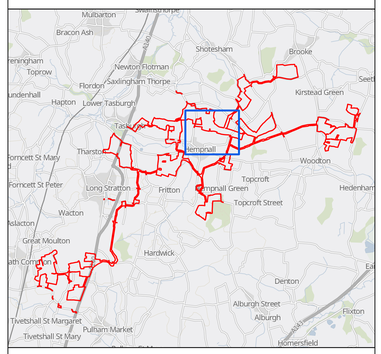
7.1.2 The Applicant would welcome the ExA's comments on the Proposed Timetable, on the proposed consultation arrangements and on any other matter relating to this proposed Change Application.

Appendix A Change Application Plan

Island GREEN POWER

Stantec

DALCOUR MACLAREN



Key

- Order Limits
- Sheet Index
- Changes to Works Plans

Works Number

- Works 1 and/or 7
- Works 1 (d)
- Works 3B
- Works 6B
- Works 6B (vi)
- Works 7
- Works 8
- Works 9
- Works 9A
- Works 9B
- Works 10
- Works 10 and/or 11

Comments: No additional comments on this page

Layers: Stantec, 2026; IGP, 2026
Base map: Reproduced from Ordnance Survey digital map data © Crown copyright 2026. All rights reserved. License number . AC0000849896
Contains OS data © Crown Copyright and database right 2026. Contains data from OS Zoomstack

0 — 0.25 Kilometers

Scale: 1:2,500@ A0

APFP Regulation: 5(2)(q)	Application Doc No: EN0110014/APP/9.26
Ref: Illustrative Proposed Works	Date: 29/10/2026
Drawn by: AD	Checked by: RG

Illustrative and Accessible Plans of the Proposed Works

Sheet 8 of 20
Revision A

East Pye SOLAR

Appendix B Updated Construction Traffic Forecasting Methodology

B.1 Introduction

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

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

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

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

Updated Construction Trip Generation

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

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

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

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

Summary of Changes

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

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

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

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