

Targeted Consultation Information Change Note

October 2025

We are inviting your feedback on a series of localised changes we are proposing to our plans for East Pye Solar.

This targeted consultation will run from **Wednesday 22 October** to **Wednesday 26 November 2025**.

The localised changes we are proposing are minor in their nature and have been informed by further design work and due diligence, ongoing consideration of consultee feedback, and findings from the ongoing environmental impact assessment process. The feedback we received during Phase Two consultation is continuing to be considered as we further refine our designs ahead of our anticipated DCO submission in early 2026.

Although these changes are relatively minor in size, we are committed to ensuring communities and consultees have had an opportunity to comment prior to our Development Consent Order (DCO) Application being submitted.

Please see overleaf for further information on these localised changes, with details on how you can submit your feedback.

About East Pye

East Pye Solar Limited, a subsidiary of Island Green Power (IGP) is bringing forward proposed plans for a utility scale solar farm and battery energy storage system (BESS) in South Norfolk (hereafter referred to as the Scheme). The Scheme comprises the construction, operation and maintenance, and decommissioning of a solar farm, with grid connection infrastructure including works to the existing 400kV overhead line and associated pylons.

If consented, the Scheme could generate approximately 500 MWac (Megawatt Alternating Current) of renewable energy, enough to power approximately 115,000 homes, annually. The BESS would store surplus energy and supply it to the national grid when needed.

As the Scheme is anticipated to generate approximately 500 MWac, it exceeds the 50MW threshold to be classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. This means we are required to apply for a Development Consent Order (DCO). The DCO application will be examined by an independent Examining Authority appointed by the Planning Inspectorate on behalf of the Secretary of State for Energy Security and Net Zero, who will then make a final decision on whether to grant consent for the Scheme.

Inside this leaflet you will find:

- Overview of East Pye Solar
- Updated site map showing the proposed changes to the draft Order Limits
- Description of these changes, including potential impacts not assessed in the PEIR
- How to provide your feedback
- What happens next
- Contact details

For more information on the next steps for East Pye Solar, go to page 18.

Overview of Scheme Changes and Updates

The changes set out in this Information Change Note comprise:



Changes in the vicinity of Site 1, the National Grid Substation Site and Site 7D

- Confirmation is given, that the Applicant intends to pursue the new National Grid substation within site 1B, and will not be pursuing the additional option to the south (that was consulted upon at the Phase 2 statutory consultation stage).
- Confirmation of the location and size of the project substation in Site 1B (which is proposed to increase from 132 kilovolts (kV) to 400 kV).
- Additional solar Photovoltaic (PV) panels have been included in part of Site 7D.
- In addition small parcels of land have been included adjacent and to the northeast of Site 1; and to the south west of Site 1, associated with the works connecting the National Grid Substation to the existing overhead transmission electric lines, these are shown in changes 4 and 6 of this Information Change Note entitled **Additional land added to the Site Boundary Area to accommodate localised changes** below.



Additional land added to the Site Boundary Area to accommodate localised changes

- Additional small areas of land throughout the Scheme associated with updates to highway visibility splays, have been included.
- Additional small areas of land throughout the Scheme to accommodate Abnormal Indivisible Loads (AIL) that could result in highway works, removal of street furniture and/or vegetation removal, have been included. More information on AIL can be found in page 16 of this document.



Changes and Updates in respect of AIL Routes

- For the Phase Two statutory consultation, potential AIL routes to the Site were identified from different ports of entry, likely vehicle configurations and potential constraints along each route. Further appraisal of the AIL routes to the Site has been undertaken, and updated information is provided.



Changes and Updates in respect of General Construction Traffic Routes

- The proposed construction vehicle routes strategy has been changed following the Phase Two statutory consultation, based on stakeholder feedback, design evolution, local road network constraints and seeking to internalise construction vehicle movements within the Site.

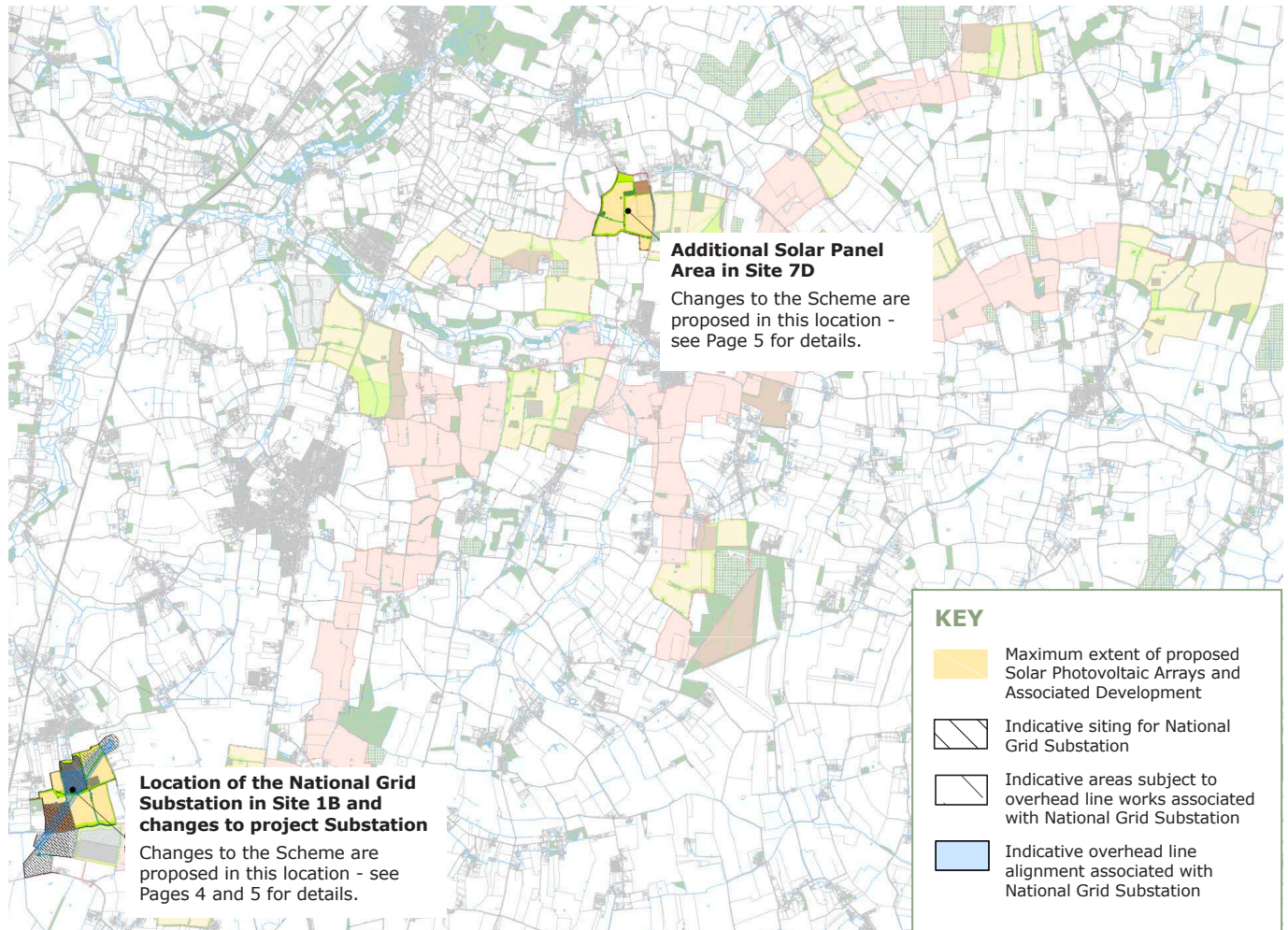


More information

We have provided additional plans relating to all of the changes highlighted above at the Documents section of our website, **www.eastpyesolar.co.uk**, under the Targeted Consultation section'.

The following pages show and describe the update to the Scheme from the Phase Two statutory consultation, in more detail.

Changes in the vicinity of Site 1, the National Grid Substation Site and Site 7D



Details of the above changes can be found on the following pages.

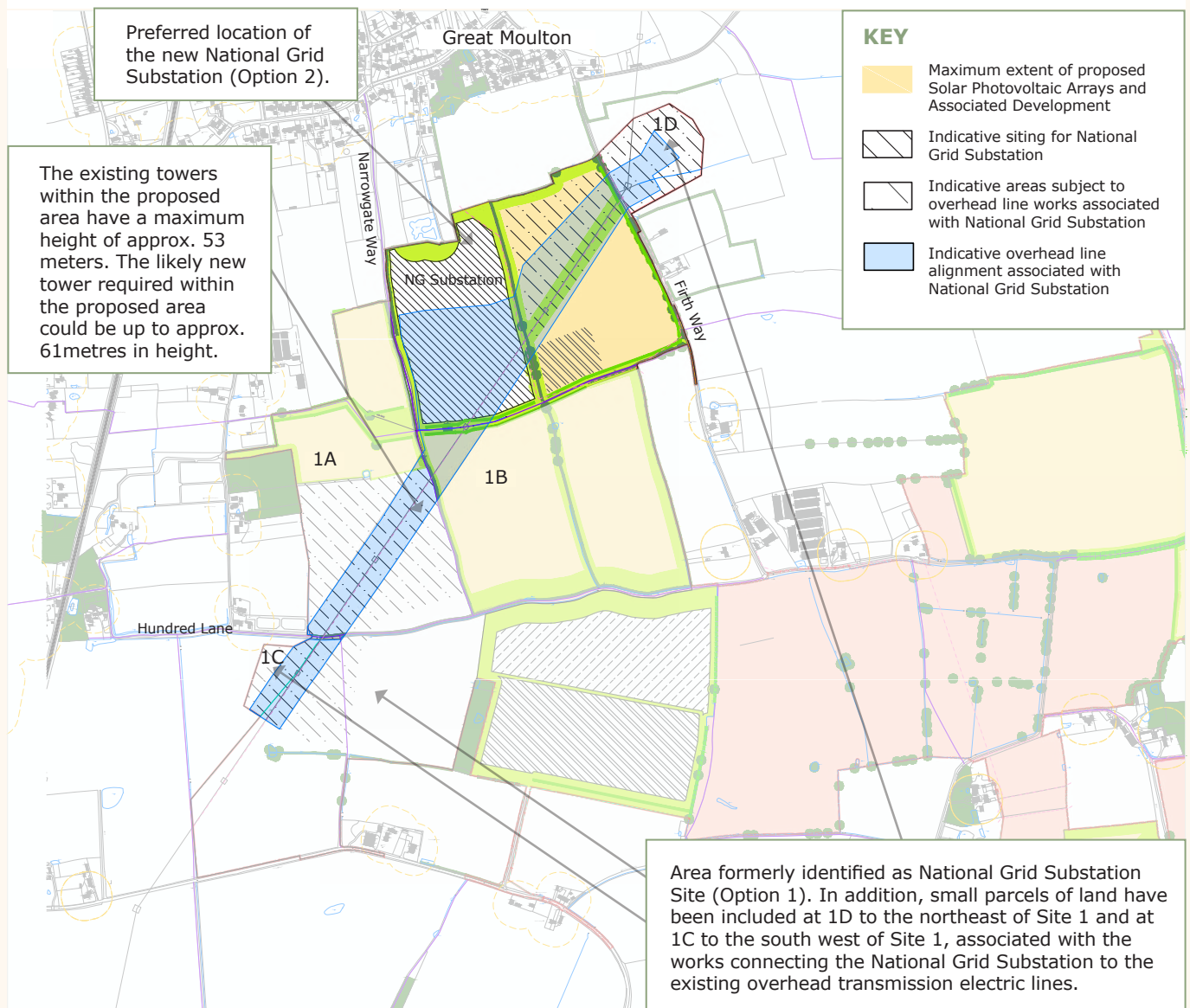
Location of National Grid Substation

Why this is proposed:

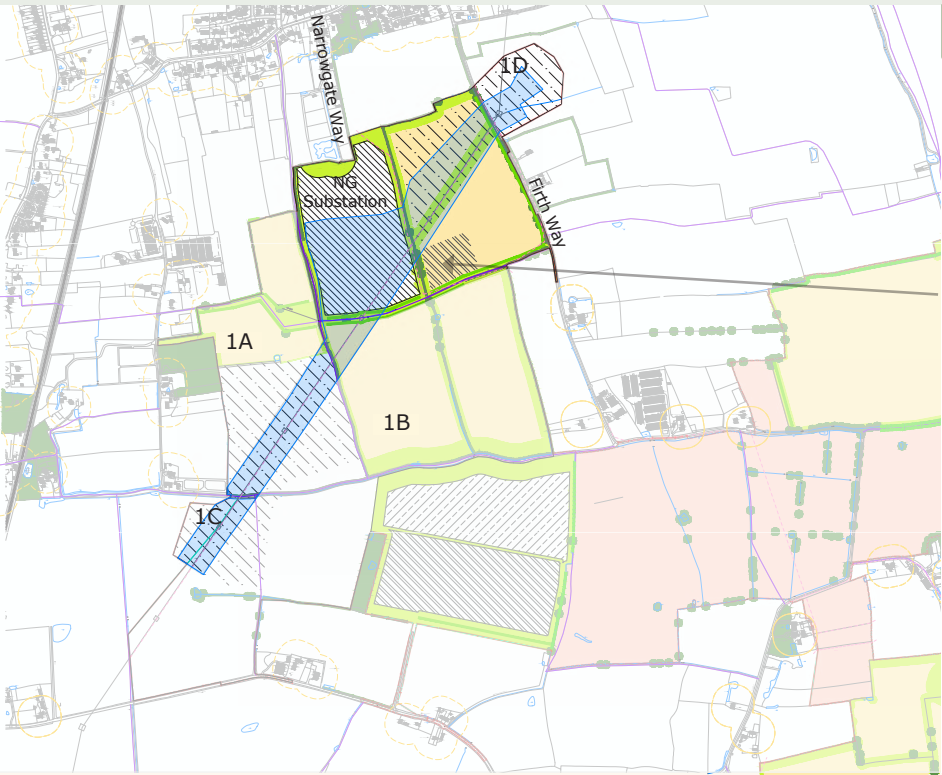
At the Phase Two statutory consultation, the Preliminary Environmental Information Report (PEIR) presented two options for the location of the new National Grid Substation - the 'National Grid Substation Site' (Option 1) and the 'National Grid Substation Option 2 Site' (Option 2 was situated within Site 1B).

Option 1 for the new National Grid Substation overlaps with the planning application (ref. 2024/3817) for a solar farm (Land to the North of Station Road), which received planning approval during the period of the Phase Two statutory consultation. As a result of this, together with the Option 2 location in Site 1B being preferable from a flood risk, heritage and landscape perspective compared to Option 1, Option 2 is the preferred location of the new National Grid Substation and has been taken forward.

Option 2 for the location of the new National Grid Substation is currently subject to design evolution. Option 1 is no longer being pursued as the location for the new National Grid Substation.



The Location and Size of the project Substation in Site 1B



Location of change – Site 1B

Why this is proposed:
A 400kV substation is proposed instead of a 132kV substation in Site 1B. This strategic upgrade removes the need for an additional transformer at the Battery Energy Storage System (BESS) substation, thereby reducing the requirement for Abnormal Indivisible Loads (AIL) within the locality. This change simplifies the overall infrastructure and improves the efficiency and environmental footprint of the project.

The 400kV substation is proposed immediately west of the original location of the 132kV substation. The maximum height of the 132kV substation as described in PEIR was 7 metres. The maximum height of the 400kV substation will be 13 metres.

Additional Solar Panel Area in Site 7D








Location of change – Site 7D

Why this is proposed:
As previously proposed, the design and layout of the Scheme in this area would have led to the severance of an existing field, through the provision of a new and extensive landscaping belt. A better design solution is now proposed, by moving the landscaping belt further to the north to tie in with existing field boundaries, and which will make reinstatement of the field, at the decommissioning stage more efficient.

Description of change:
At the Phase Two statutory consultation, the Indicative Masterplan showed the north eastern part of Site 7D as 'retained agricultural land and potential mitigation area' with the remainder of Site 7D proposed for solar panels and areas for potential mitigation and enhancement. The area identified here, within the dotted line, was previously included in the 'retained agricultural land and potential mitigation area' designation. It is now proposed that solar panels will be constructed in this area.

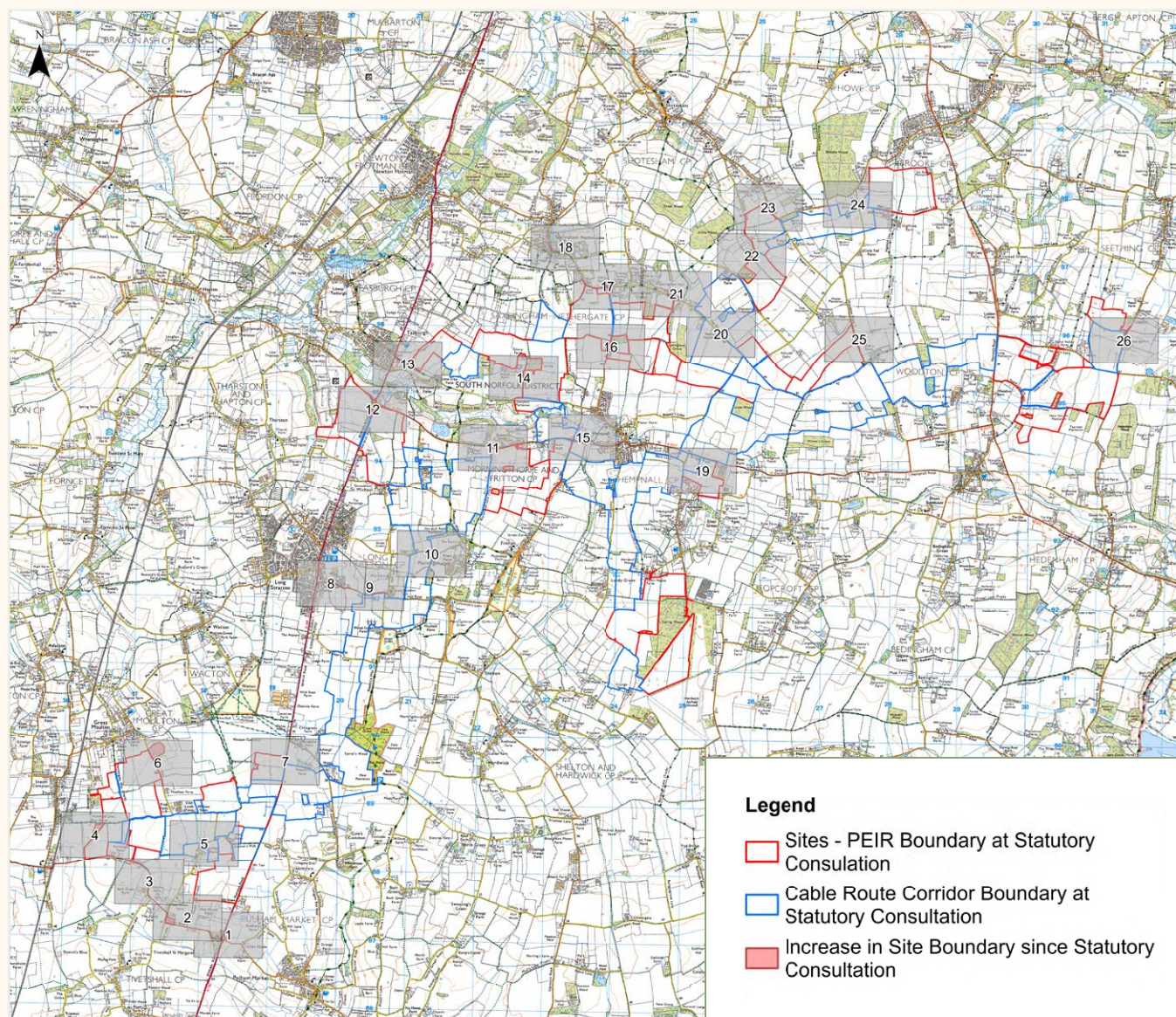
Total area of change:
4.85 ha (11.98 acres)

KEY

- | | | |
|--|---|---|
|  Area for potential mitigation and enhancement |  Indicative New Hedgerow |  Maximum extent of proposed Solar Photovoltaic Arrays and Associated Development |
|  Retained agricultural land and potential mitigation area |  Indicative Hedgerow Reinforcement (including gapping up, hedgerow trees, and the edge laying) | |

Additional land added to the Site Boundary Area to accommodate localised changes

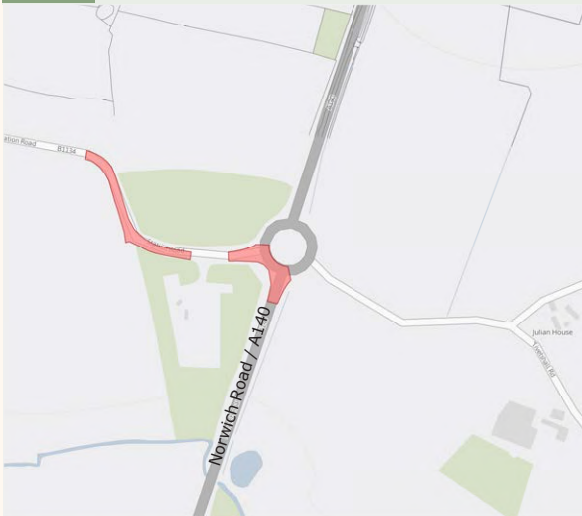
The plan below shows the location of the proposed changes to the Scheme boundary. These are numbered and further details can be found on the following pages.



Key ■ Area of localised change

1

B1134 Station Road / A140 Norwich Road Junction



Site – Land South of Site 2A

Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential for temporary removal of street furniture and vegetation removal. This will allow abnormal load vehicles to make the necessary turning movements.

Total area of change: 0.33 ha (0.81 acres)

2

B1134 Station Road between Prangle Lane and Lodge Road, including field to the North of B1134 Station Road



Site – Land South West of Site 2A

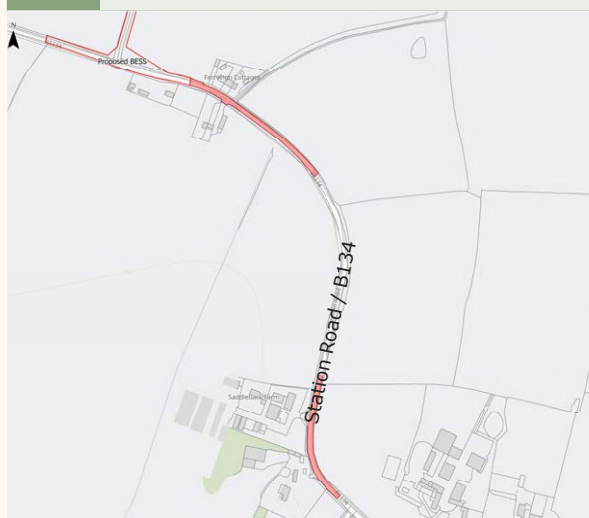
Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential for widening of the highway and vegetation removal. This will allow abnormal load vehicles to make the necessary turning movements.

Total area of change: 1.20 ha (3 acres)

3

B1134 Station Road between Green Lane and the BESS Site



Site – Land West of Site 2A and South of the BESS Site CRC2

Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential for temporary removal of street furniture and vegetation removal. This will allow abnormal load vehicles to make the necessary turning movements.

Total area of change: 0.22 ha (0.54 acres)

4

Site 1C land to the west of (formerly) the National Grid Substation Site (Option 1) and South of Hundred Lane



Site – Site 1C

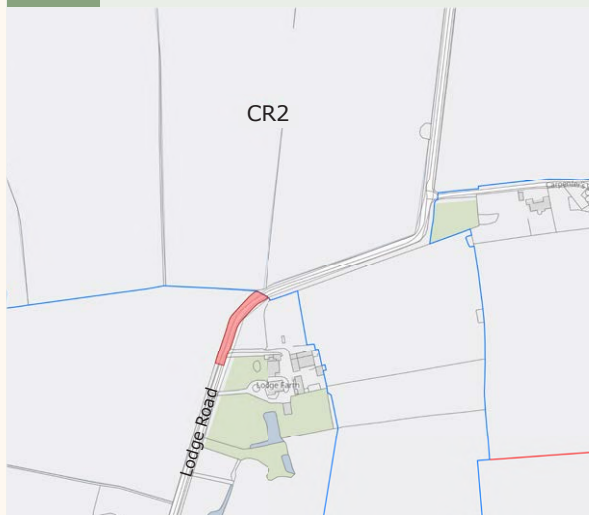
Why this was proposed: As part of the grid connection, required to carry out works to the existing overhead lines and the existing pylon to connect the new National Grid Substation in Site 1B to the existing overhead lines.

Description of change: Additional land to accommodate an area for netting, scaffolding and pulling zone to facilitate the restringing of the existing overhead lines.

Total area of change: 1.33 ha (3.29 acres)

5

Lodge Road



Site – CRC 2

Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential for vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.08 ha (0.20 acres)

6

North East of Site 1B / National Grid Substation Site (Option 2) and Frith Way

**Site – Site 1D**

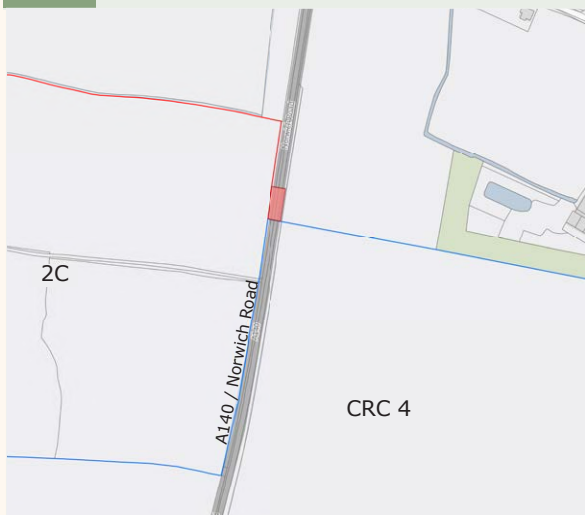
Why this was proposed: As part of the grid connection, it is required to carry out works to the existing overhead lines and existing pylon to connect the new National Grid Substation in Site 1B to the existing overhead lines and pylon.

Description of change: Additional land to accommodate an area for the netting, scaffolding and pulling zone to facilitate the restringing of the existing overhead lines and pylon.

Total area of change: 3.82 ha (9.44 acres)

7

A140 Norwich Road, South of Wood Lane

**Site – CRC 4 / Site 2C**

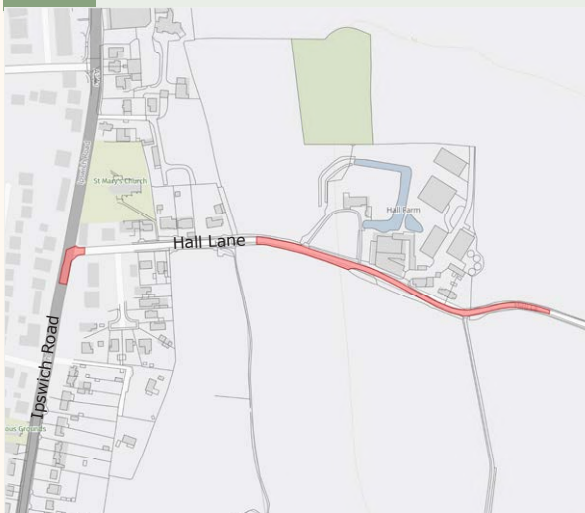
Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.04 ha (0.11 acres)

8

Hall Lane and Hall Lane / Ipswich Road Junction

**Site – Long Stratton**

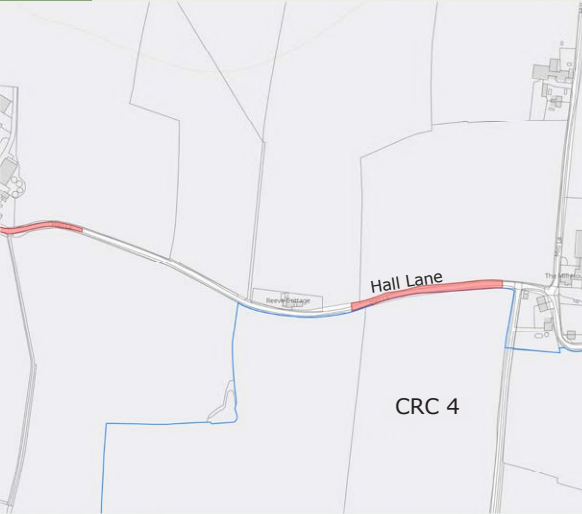
Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential for temporary removal of street furniture and vegetation removal. This will allow abnormal load vehicles to make the necessary turning movements.

Total area of change: 0.22 ha (0.54 acres)

9

Hall Lane Near Junction with Parker’s Lane



Site – Land North West of CRC 4

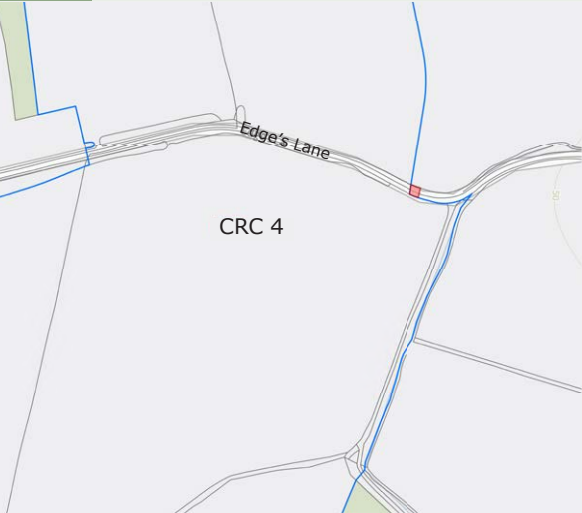
Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential for vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.15 ha (0.37 acres)

10

Edge’s Lane, West of Harvey’s Lane



Site – CRC 4

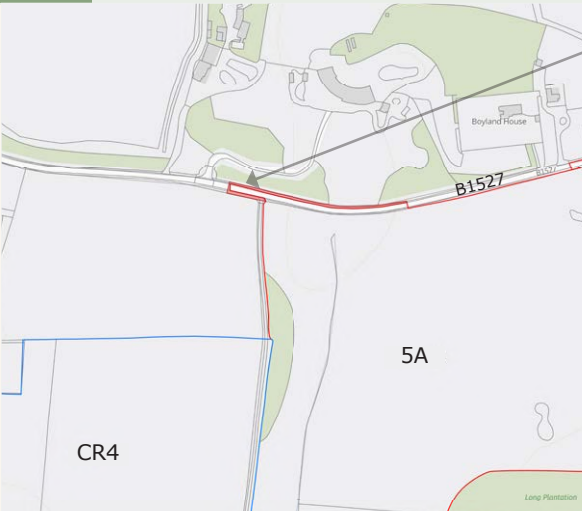
Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential for vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.04 ha (0.01 acres)

11

B1527 Bungay Road



Site – Site 5A

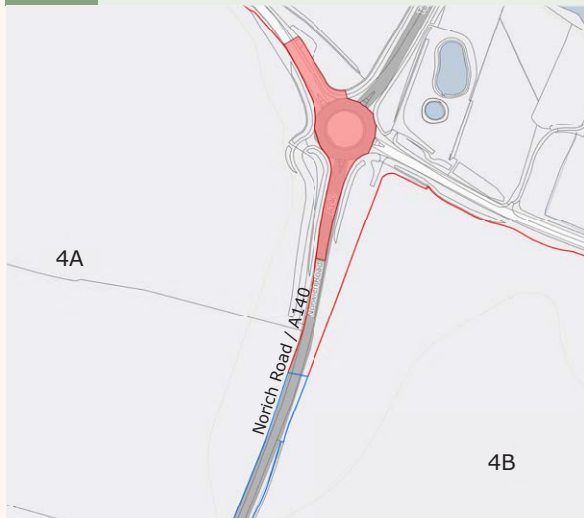
Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential for vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.05 ha (0.13 acres)

12

A140 Hempnall Roundabout



Site – North east of Site 4A

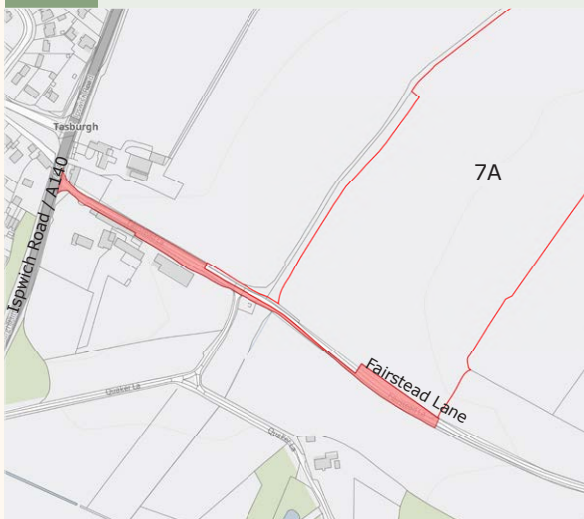
Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential for temporary minor alterations to the Site access junction arrangement and vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.45 ha (1.10 acres)

13

Fairstead Lane and Junction with A140 Tasburgh Hill / Ipswich Road



Site – Site 7A

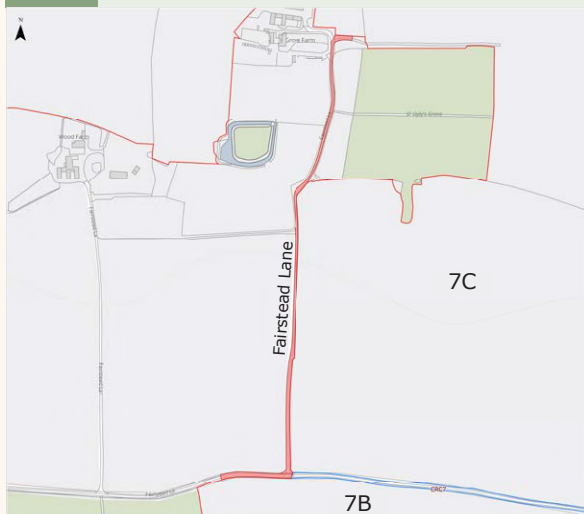
Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential for areas of vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.35 ha (0.86 acres)

14

Fairstead Lane between Site 7B and Site 7C



Site – Site 7B / Site 7C

Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to ensure that there is enough space for an internal access route along an existing track and accommodate the potential for areas of vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.33 ha (0.82 acres)

15

B1527 Bungay Road / The Krons / The Street Junction



Site – CRC 7

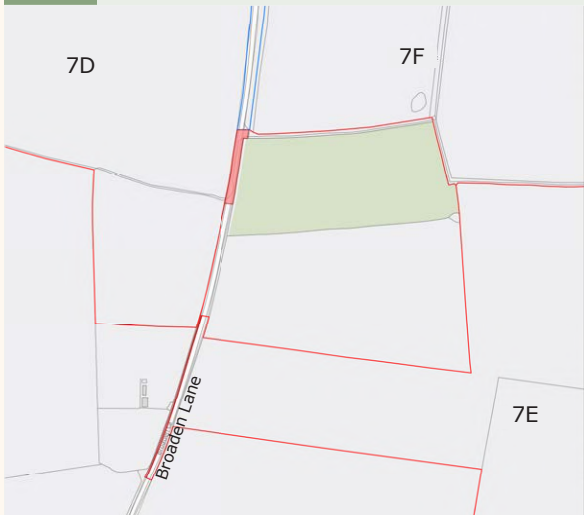
Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential for areas of vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.02 ha (0.04 acres)

16

Broaden Lane between Site 7D and Site 7F



Site – Site 7D / Site 7F

Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential for areas of vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.10 ha (0.24 acres)

17

Church Lane / Broaden Lane between Plummer's Lane and The Green



Site – Site 7D

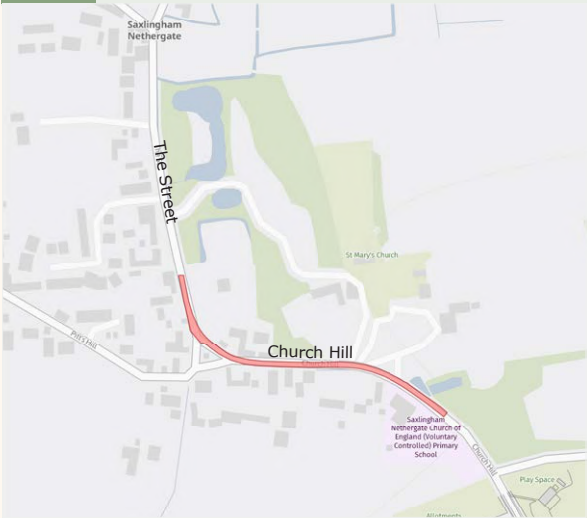
Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential for temporary removal of street furniture and vegetation removal. This will allow an abnormal load vehicle to make the necessary turning movements.

Total area of change: 0.21 ha (0.53 acres)

18

The Street / Church Hill, Saxlingham Nethergate



Site – Land north of Site 7D

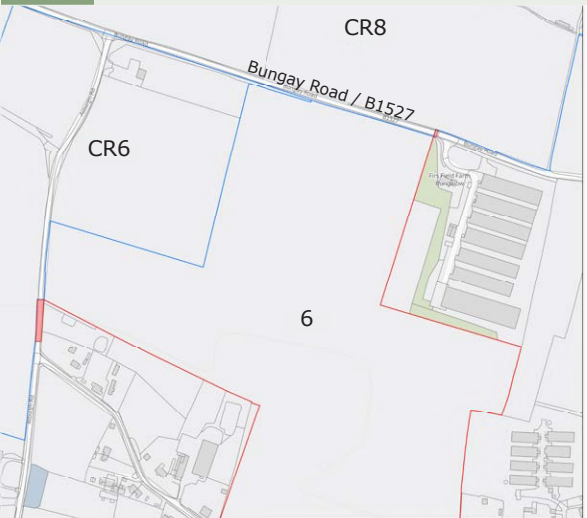
Why this was proposed: Transport and access requirements

Description of change: The development boundary area has been increased to accommodate the potential for temporary removal of street furniture and vegetation removal. This will allow an abnormal load vehicle to make the necessary turning movements.

Total area of change: 0.18 ha (0.44 acres)

19

Alburgh Road, South of Back Lane and North of Hempnall Green



Site – CRC 6 / Site 6

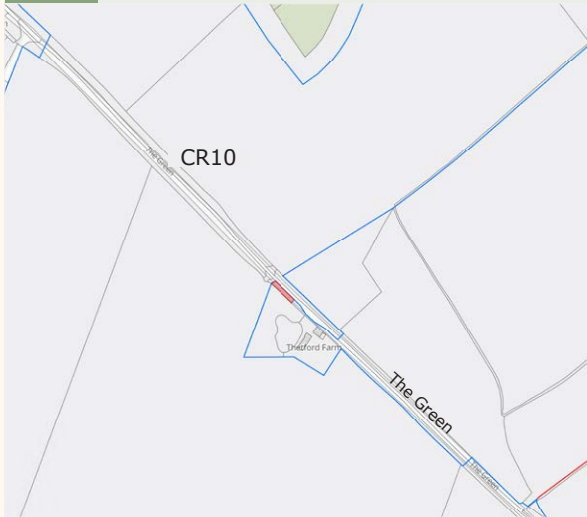
Why this was proposed: Transport and access requirements

Description of change: The development boundary area has been increased to accommodate the potential for areas of vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.04 ha (0.11 acres)

20

The Green, North West of Bussey's Loke and Site 7I



Site – CRC 10

Why this was proposed: Transport and access requirements

Description of change: The development boundary area has been amended to accommodate the potential for areas of vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.10 ha (0.03 acres)

21

The Green, East of Saxlingham Green



Site – Site 7F

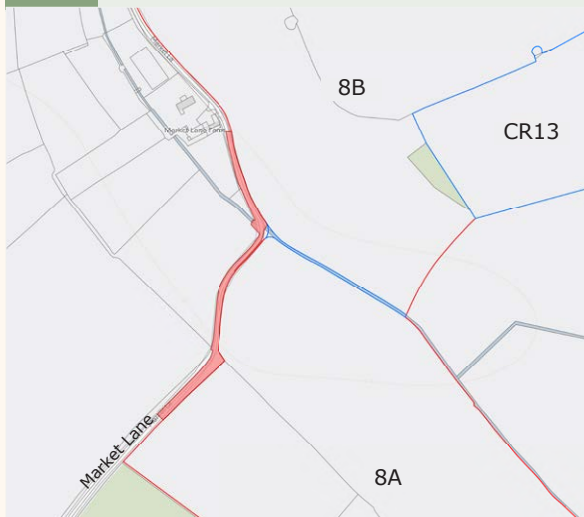
Why this was proposed: Transport and access requirements

Description of change: The development boundary area has been increased to accommodate the potential for areas of vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.004 ha (0.01 acres)

22

Market Lane



Site – Site 8A / Site 8B

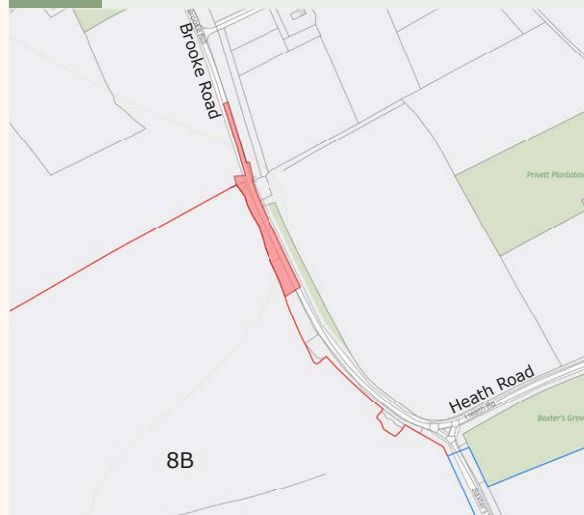
Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential for areas of vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.26 ha (0.63 acres)

23

Brooke Road



Site – Site 8B

Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential for areas of vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.20 ha (0.50 acres)

24

Woodton Road Near Junction with Mill Lane



Site – CRC13

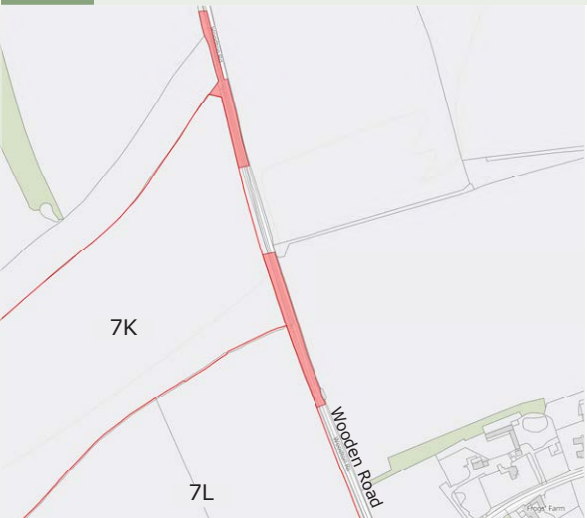
Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential for areas of vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.01 ha (0.03 acres)

25

Woodton Road, North of Springwood / Shotesham Road



Site – Site 7K / Site 7L

Why this was proposed: Transport and access requirements.

Description of change: The development boundary area has been increased to accommodate the potential for areas of vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.41 ha (1.02 acres)

26

Seething Road / Upgate Road, North of Harvey's Lane / Toad Lane



Site – CRC 14

Why this was proposed: Transport and access requirements

Description of change: The development boundary area has been increased to accommodate the potential for areas of vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change: 0.05 ha (0.11 acres)

Changes and Updates in respect of Abnormal Indivisible Load routes and General Construction Traffic Routes

Changes and Updates in respect of Abnormal Indivisible Load routes

Abnormal Indivisible Loads (AIL) refer to loads that cannot be divided into smaller loads for transport by ordinary Heavy Good Vehicles (HGV). AIL require special permissions for road transport within the UK and may need more space for turning or need roadside vegetation to be cut back.

As part of the management of AILs on highways, the operators must notify the police, highway authorities and bridge owners when planning to transport AILs. It is likely that AIL deliveries will require police escorts and/or temporary road closures or diversions on the day of the delivery.

As part of the Scheme, AILs will be required for the delivery of the transformers to the substations located in the BESS Site, Sites 1B, 4B, 5, 7F and 10C.

There will also be AILs associated with the cable route construction to transport cable drums. In comparison to the transformer deliveries, these will be delivered by smaller AIL vehicles or HGVs, where possible.

For the Phase Two statutory consultation, potential AIL routes to the Site were identified from different ports of entry, as well as likely vehicle configurations and potential constraints along each route. Further appraisal of the AIL routes to the Site has been undertaken, with the updated AIL routes from the A47 and the A140 to the Site for the AILs for transformers and cable drums shown on the Abnormal Indivisible Loads Routes map.

This includes:

- Removal of AIL route through Hempnall Green to Site 3B;
- Removal of AIL route through Hempnall;
- Potential AIL route from Poringland through Stoke Holy Cross, Saxlingham Nethergate and Saxlingham Green;
- Potential AIL route through Brooke; and
- Potential AIL route along Harvey Lane.

To minimise the impact upon the local road network, AIL movements will be undertaken during off-peak times and adhere to the safety and control measures inherent within the AIL movement process. At certain locations, to accommodate the AIL, there may be the potential requirement for widening of the highway, vegetation removal and/or temporary removal of street furniture. Highway impact mitigation may also be required at certain locations along the AIL routes, including measures such as laying temporary road surface or providing protective plates. Once the required AIL deliveries have been undertaken, the temporary highway mitigation will be removed and the highway returned to its original layout at the earliest opportunity.



Changes and Updates in respect of General Construction Traffic Routes

The proposed construction vehicle routes strategy has been updated following the Phase Two statutory consultation based on stakeholder feedback, design evolution, local road network constraints and seeking to internalise construction vehicle movements within the Site, where possible. This is balanced against retaining sufficient flexibility regarding construction vehicle access routes to the Site.

The Construction Vehicle Route map indicates the HGV routes that have changed, which includes:

- Removal of routing along Fairstead Lane to the east of Site 7A;
- Removal of routing along the Krons and Broaden Lane;
- Removal of routing along Fylands Road and Wash Lane;
- Removal of routing along Lundy Green;
- Additional routing along Woodton Road;
- Additional routing along Market Lane;
- Additional routing along Hall Lane; and
- Additional routing along Wood Lane.



More information

ENVIRONMENTAL IMPACT ASSESSMENT

The additional areas and associated activities including their nature, extent and duration have been reviewed as part of the environmental assessment. The additional areas do not change the likely significant effects of the environmental impact assessment that are set out in the Preliminary Environmental Information Report (PEIR), the findings from which we sought views on for our Phase Two (statutory) consultation. Information in relation to construction traffic routes was addressed in Chapter 11 Transport and Access, of the PEIR, at the Phase Two Statutory Consultation stage.



Have your say

This targeted consultation is your opportunity to comment on these proposed changes and let us know your views.

You can submit your feedback until **23:59 on Wednesday 26 November**. Feedback can be submitted online, in writing, or via email.

Submit comments online: you can access the online feedback form where you can leave your comments on the Scheme website.

Send us an email: Any emails sent to **info@eastpyesolar.co.uk** during the consultation period will also be considered as feedback.

Send us your comments via our FREEPOST address: Post your comments to us at FREEPOST EAST PYE SOLAR. You do not need a stamp.

The deadline for responding to this consultation is 23:59 Wednesday 26 November 2025.

All the comments submitted to this consultation will be acknowledged, recorded, and considered as we finalise our proposals. **While we will not be able to respond to you individually**, we will address the issues and themes you raise in your feedback to this stage of targeted consultation in our Consultation Report, which will be submitted as part of our application for a DCO to the Planning Inspectorate.

We will provide updates on the Scheme design including the refinement of the cable route, via our website in December/January.

Next Steps

Feedback from our Phase Two (statutory) consultation and this stage of targeted consultation will continue to be considered alongside ongoing design and environmental work. This will help shape our final design which will be part of our DCO Application submission to the Planning Inspectorate, anticipated in early 2026.

We do not anticipate that we will be undertaking any further rounds of consultation later this year. However, subject to our application being accepted you will be able to directly register your interest in our proposals with the Planning Inspectorate. This will ensure you are kept informed about the progress of our application during the examination process and provide further opportunities to contribute.

You can find more information about the application process for NSIP projects on the Planning Inspectorate website at: **national-infrastructure-consenting.planninginspectorate.gov.uk/detailed-information**

We are only seeking your comments on the 26 changes detailed on pages 6 to 14. However, if this is your first time being consulted on the proposals for East Pye Solar (i.e. you were not consulted or did not receive communications regarding Phase One or Phase Two consultations), we welcome and will consider any further feedback from you regarding East Pye Solar in general.



Contact details



info@eastpyesolar.co.uk



Freephone 0808 281 3175 (open 09:00 – 17:00 Monday to Friday except bank holidays with a voicemail outside these hours)



FREEPOST EAST PYE SOLAR
(you do not need a stamp)



www.eastpyesolar.co.uk

Scan this QR code to go to the Scheme website where you can register to receive updates direct to your inbox.



If you would like this document in large text or an alternative format, please contact us on 0808 281 3175 or send an email to us at info@eastpyesolar.co.uk