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Via email: planning@north-herts.gov.uk

PACE Jolt Energy Ltd,
Central House
20 Central Avenue
St Andrews Business Park
Norwich
NR7 0HR
United Kingdom

15th July 2026

FAO: Peter Bull, Project Officer (Major Sites)

RE: APPLICATION REF. 26/01224/S73 - SECTION 73 APPLICATION TO VARY CONDITION 26 (CTMP) OF PLANNING PERMISSION 22/00741/FP - LAND ADJACENT SEWAGE PUMPING STATION, ASHWELL ROAD, BYGRAVE, HERTFORDSHIRE - REVISED DESCRIPTION OF DEVELOPMENT

Dear Peter,

I write on behalf of PACE Jolt Energy (the applicant) further to your email of 10th July 2026, to formally confirm the amendments now sought to Section 73 application 26/01224/S73, ahead of reconsultation with interested parties. This letter sets out (i) the revised description of development; (ii) a summary of the conversations and correspondence that have resulted in this change, and why it is necessary; and (iii) clarification of the suggested range of 'exceptional circumstances' under which 4 articulated vehicle movements per day would be considered acceptable, for discussion with and agreement by the Local Highway Authority (LHA) and Local Planning Authority (LPA). The application reference number is included above and will be included on all future correspondence and documents.

Revised Description of Development

The applicant proposes the following revised description of development:

"Variation of Condition number 26 (CTMP): vary the number of daily articulated lorry visits and the permitted hours of construction vehicle movements, of planning permission reference 22/00741/FP granted on 17.06.2024 for: Ground mounted solar photovoltaic (PV) farm including battery energy storage; continued agricultural use, ancillary infrastructure, security fencing, landscaping provision, ecological enhancements and associated works (as amended by information received 29 January 2024)."

For clarity, the substance of the revised application is as follows:

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 **Email:** info@pathfinderce.com

 **Telephone:** +44 020 7127 4542

 **Address:**
Pathfinder Clean Energy (PACE) Ltd,
122 Caraway, 2 Cayenne Court,
London, SE1 2PP

 **UK Company Number:** 10550249
UK VAT Number: 353 1154 30

- The application no longer seeks the temporary four-week increase to 8 articulated lorry visits per day. Instead, the applicant seeks a permanent limit of a maximum of 3 articulated lorry visits per day (i.e. 6 two-way trips) throughout the construction period, in place of the current limit of 2 visits per day (i.e. 4 two-way trips).
- The permitted hours for construction vehicle movements are to be amended from 09:30–14:30 to 09:00–15:00, as suggested by the Highway Authority.
- In clearly defined exceptional circumstances, a maximum of 4 articulated lorry visits per day (i.e. 8 two-way trips) would be permitted, as set out in the Exceptional Circumstances section below.
- The variations previously sought to Condition 21 (External Appearances) and Condition 29 (Enabling Works) are withdrawn from the application, which now relates solely to Condition 26.

In respect of the withdrawn elements: given procurement timescales, the applicant has proceeded with the colour finishes approved under the discharge of Condition 21, and the variation to the approved colour scheme is therefore no longer sought; the amendment to Condition 29 is also no longer pursued through this application.

Summary of Discussions and Why This Change Is Necessary

The revised proposal is the product of the following conversations and correspondence:

- The application as submitted sought a temporary increase to a maximum of 8 articulated lorry visits per day for a period of no more than four consecutive weeks, to accommodate the delivery of PV modules and mounting frames.
- On 16th June 2026, the LPA forwarded the Highway Authority's consultation response to application 26/01224/S73, which objected to the proposed temporary increase.
- On 26th June 2026, a call was held between the applicant (supported by its transport consultant, Apex Transport Planning), the LPA case officer and the Highway Authority to discuss a way forward. During that call, the Highway Authority suggested an alternative approach: a permanent limit of 3 articulated lorry visits per day throughout the construction period, together with an extension of the permitted delivery hours to 09:00–15:00.
- By email of 30th June 2026, the applicant confirmed its agreement to the Highway Authority's suggested change, and requested that the amendment include a caveat allowing 4 articulated vehicle movements per day in exceptional circumstances. The Highway Authority confirmed by return on 30th June 2026 that this caveat remains acceptable, subject to the exceptional circumstances being clearly defined.
- The PACE Board formally approved the revised approach on 6th July 2026, and this was confirmed to the LPA by email on 7th July 2026.

This change is necessary because the components concerned (PV modules and mounting frames) are supplied in 40-foot containers and must be delivered by articulated vehicles; under the existing limit of 2 articulated lorry visits per day, this delivery phase would materially extend the construction programme and, with it, the cumulative period over which construction traffic is present on the local road network. The revised proposal resolves the Highway Authority's objection to the temporary uplift while still providing a modest, permanent increase in daily delivery capacity within a slightly extended delivery window. It represents an agreed position between the applicant and the Highway Authority, and provides a proportionate balance

between the operational requirements of the construction programme and the Highway Authority's objective of minimising day-to-day impacts on the local road network.

Exceptional Circumstances – Suggested Range for Agreement

Consistent with the range previously suggested by the Highway Authority in its email of 2nd March 2026, the applicant proposes that a maximum of 4 articulated lorry visits per day (i.e. 8 two-way trips) be permitted only where deliveries are delayed or displaced because of:

- Adverse weather conditions;
- Temporary road incidents;
- Emergency works on delivery routes; or
- Other unavoidable delay to a delivery (with the specific cause recorded in the site log).

Any such movements would remain subject to the following controls: articulated vehicle movements would not overlap on the highway network along Bygrave Road / Ashwell Road; all movements would take place within the permitted delivery hours; and a log book of all HGV movements would be maintained and made available for inspection at the request of the LPA or LHA. This suggested range and the associated controls are put forward for discussion with, and agreement by, the LHA and LPA, and the applicant would welcome any comments on the drafting.

Supporting Documents

To support the revised description and reconsultation, the applicant will provide an amended Construction Traffic Management Plan Addendum reflecting the revised limits and hours, together with an updated Technical Note, as requested by the Highway Authority.

We trust this letter provides the information required to progress the reconsultation on application 26/01224/S73. Should you require any further information or amendments to the application package, please do not hesitate to contact me.

Yours sincerely,

Callum Wright

Planning Manager UK - PACE

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