



Third
Revolution
Projects

Decoy Farm Solar: Additional Access Tracks

Planning Statement

Applicant: Push Power

November 2025

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Version – Final

Prepared by: Third Revolution Projects Ltd.

Third Revolution Reference: 1406 Decoy Solar

Applicant: Push Power

1.0 Introduction

This Planning Statement has been prepared by Third Revolution Projects Ltd on behalf of our client Push Power in support of a standalone full planning application for two proposed access tracks to be constructed as an extension to a previously consented and commenced solar scheme (Decoy Farm Solar Farm).

The proposed work consists of:

- A revised access route from the public highway; and
- A new internal access track linking two consented solar farm fields.

Both tracks fall outside the approved red line planning boundary associated with the existing solar farm permission and therefore cannot be authorised via a Section 73 application. A new application is therefore required.

For clarity, this submission is separate from the accompanying 'minor amendments' application, which seeks to regularise minor layout and infrastructure refinements within the approved red line boundary of the solar farm. Together, the two applications ensure that the final, implemented scheme is fully compliant and supported by an up-to-date suite of approved plans.

This Statement summarises the planning background, explains the proposed tracks, and provides a proportionate assessment of relevant planning considerations.

2.0 Background and reason for the application

Planning permission was originally granted for the Decoy Solar Farm (up to 15.5MW) on 15th August 2014 (Ref. H02-0454-14) by South Holland District Council ('SHDC') for "a proposed solar farm with associated infrastructure." The scheme has since been subject to several subsequent amendments, non-material changes and retrospective applications.

As detailed in section 2.1, construction of the solar farm was lawfully commenced, but only 5MW of panel arrays were built out initially to date due to grid connection availability. At the date of writing (20th November 2025) the below fields have been built out (Figure 1).

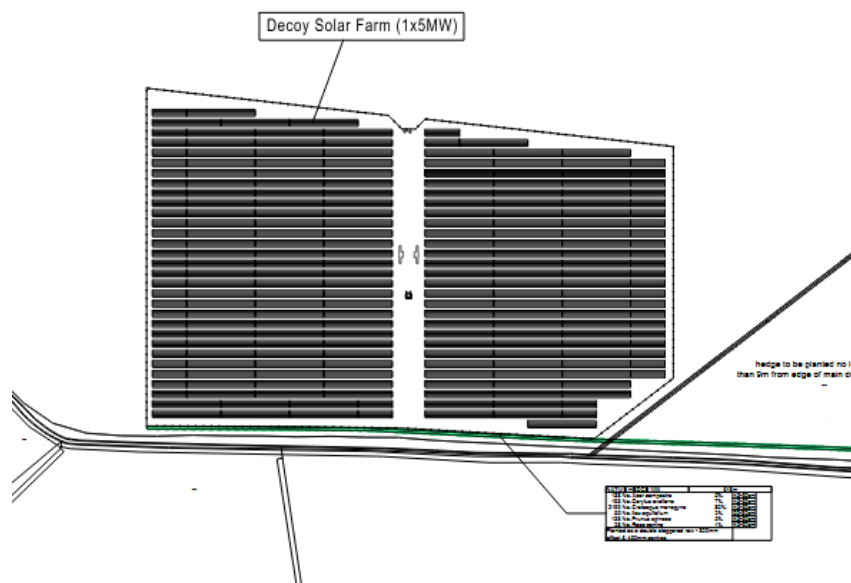


Figure 1: Extract from revised landscaping scheme (H02-0053-19) showing the currently built-out panels at the south of the red-line boundary

As with many developments of this nature, practical requirements emerging during construction have highlighted a need to revise certain aspects of the scheme. In this case, modifications to the approved access arrangements are necessary. These modifications involve new access tracks that extend beyond the originally approved red line boundary. A separate application was therefore deemed appropriate to authorise these works.

2.1 Planning history

Following the original consent in August 2014 under application ref: H02-0454-14, there have been a number of amendments to the scheme. Subsequent consents have been granted as follows:

Reference	Date	Description
02-0430-15, H02-0131-16, H02-0448-16	2015-16	Non-material amendments (layout and infrastructure details)
H02-1004-15	16 th October 2015	Section 73 application varying original conditions
H02-0606-18	28 th Aug 2018	Further s.73 permission modifying Condition 3
H02-0991-18	5 th Dec 2018	Retrospective permission for associated infrastructure
H02-1025-18	1 st Nov 2018	Further approval for amendments to overall scheme
H02-0053-19	15 th Jan 2019	Landscaping works (retrospective)

The operative consent is the 2018 Section 73 permission (H02-0606-18), but the most recent approved layout plan is from the 2018 NMA (H02-1025-18). These collectively form the baseline scheme against which the current proposals must be assessed.

3.0 Proposed amendments

3.1 Overview

The proposed amendments involve the introduction of two additional access tracks:

- *A revised access route from the public highway to the solar farm; and*
- *A new internal access track linking two consented fields.*

These tracks are required to provide safe and functional construction access and effective maintenance routes once the full solar farm is commissioned. They do not alter the scale, generating capacity or operational characteristics of the approved development.

3.2 Access from highway

The proposed, revised access will connect to the highway at the same point as the previously approved route. From that point, the proposed realigned route would run directly south before entering the site at the northeastern corner of the scheme's southeastern field. This represents a more logical and direct alignment than the original approved red line route.

The track will run entirely over private land and, given that the point of access from the highway remains unchanged, the amendment does not result in any material difference in highway terms.

The proposed track will run initially along a short section of existing paved hardstanding, before crossing a small area of low shrub. Beyond this point, the route would extend across agricultural land for the remainder of its length, continuing on this alignment until it meets the site.

The track will be 3m wide, as shown in detail in the cross section attached with the submitted drawing PPP027.351.00.

A Construction Transport Management Plan was produced and submitted to discharge condition 5 of the original 2014 permission (H02-0454-14). It was subsequently designated as an approved document in the 2018 s73 (H02-0606-18) which is the scheme's operative permission.

The measures set out within the document will continue to be adhered to during the construction and operational phases of the development. As the proposed access connects from the highway at the same location as the approved access, there will be no material change with regards to the effects of construction traffic on the highway, with the amendment giving rise to no additional or intensified highway impact. As such, the approved Construction Transport Management Plan remains the relevant guiding document.

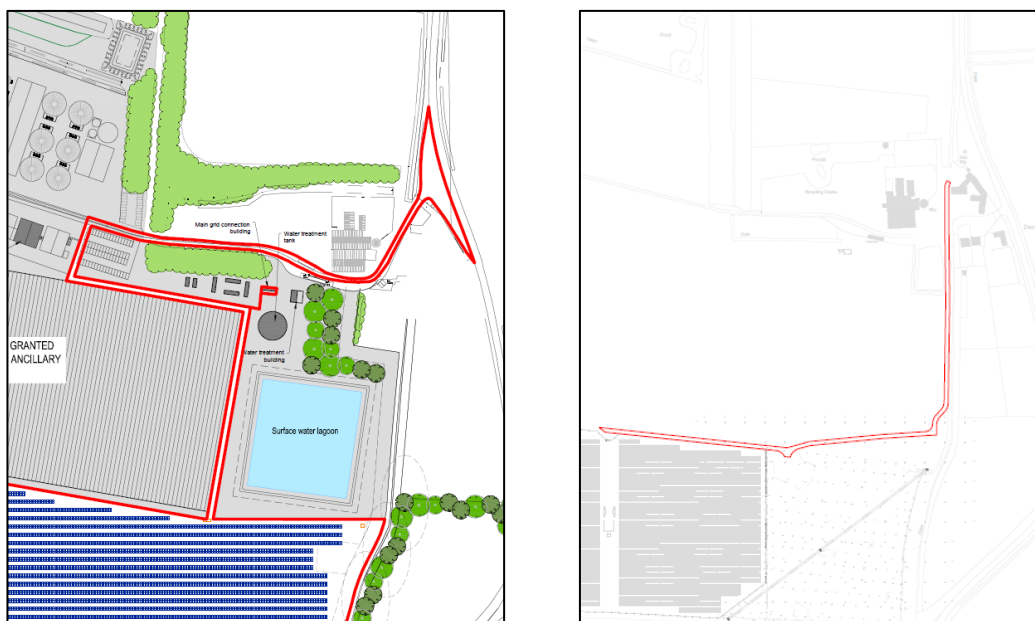


Figure 2: Previously approved highway access (left) and the proposed highway access (right)

3.3 Additional internal access track

The second proposed track links two of the consented fields within the solar farm. This is required to support:

- the phased build-out of the scheme;
- safe and efficient internal vehicle movement; and
- future maintenance access.

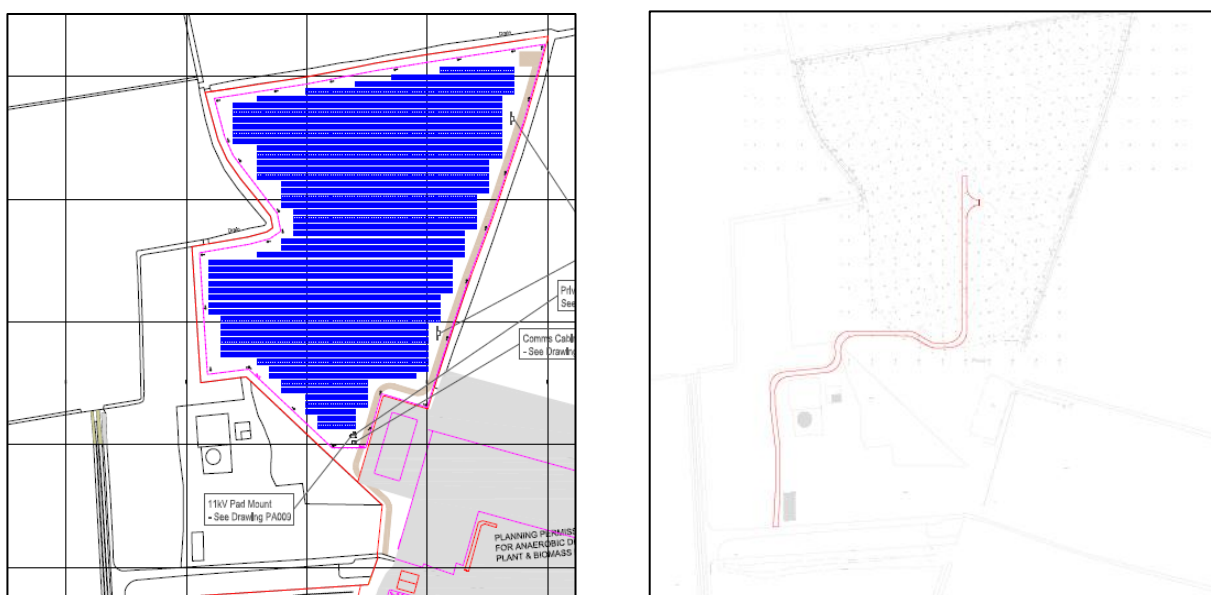


Figure 3: Section of previously approved red line boundary (left) and the proposed internal access track (right)

The track lies entirely on agricultural land, does not require hedgerow removal, and does not alter the location of solar arrays, fencing or other consented infrastructure. It represents a minor operational refinement necessary for effective delivery and ongoing functioning of the approved scheme.

4.0 Planning analysis and conclusion

At the time of the original approved consent and the operative 2018 s73 application, the statutory development plan consisted of the South Holland District Local Plan (LP) Saved Policies 2007. The current development plan consists of the South East Lincolnshire Local Plan (SELLP) 2011-2036, which was adopted on 8th March 2019. The relevant policies of the SELLP, read alongside the National Planning Policy Framework (NPPF, 2023), provide strong support for developments that facilitate renewable energy infrastructure, provided that environmental and technical impacts remain acceptable.

Given the limited material change of the proposed alterations to the scheme accesses, it is our view that, in relation to this scheme, there is no substantive policy difference between the former and current development plan.

Policy 2: Spatial Strategy and Sustainable Development sets the overarching expectation that development should support the transition to a low-carbon future, make efficient use of land, and contribute positively to sustainable growth across the district. The proposed access tracks are minor operational works that facilitate the efficient implementation and long-term functioning of an already approved renewable energy scheme. They do not increase generating capacity, introduce new built form of significance, or alter the fundamental character of the approved development. As such, they fully accord with the sustainable development principles of Policy 2.

Policy 28: The Natural Environment requires development to protect and, where possible, enhance the natural environment and biodiversity. The proposed tracks utilise existing agricultural land, do not require the removal of hedgerows or trees, and do not affect the site's landscape structure or ecological value. The proposals therefore comply with Policy 28.

Policy 30: Pollution seeks to ensure that development does not lead to unacceptable effects on amenity or the environment through noise, light, air or land pollution. The proposed access tracks introduce no new sources of pollution and will not give rise to operational noise, lighting or other emissions. Construction activity associated with the formation of the tracks will be temporary and controlled through adherence to the approved Construction Transport Management Plan (CTMP). The proposal therefore complies with this policy.

Policy 31: Climate Change and Renewable and Low Carbon Energy support renewable and low-carbon energy proposals where environmental and technical impacts can be acceptably mitigated. The proposed access tracks represent necessary enabling works to facilitate the delivery and long-term operation of the consented solar farm. They do not intensify traffic, change the nature of vehicle movements, or extend the physical footprint of the solar arrays. The proposal therefore aligns directly with Policy 31 and the wider objectives of supporting renewable energy infrastructure.

In relation to highway considerations, the National Planning Policy Framework (NPPF 2023) is relevant, notably paragraph 116, which confirms that development should only be refused on highway grounds where it would result in an unacceptable impact on highway safety. The point of access onto the public highway remains identical to that previously approved, and all associated visibility and safety

characteristics are unchanged. The proposal does not lead to any increase in traffic generation and continues to be governed by the approved CTMP. As such, the proposal raises no highway safety concerns and accords with the NPPF.

There are also no adverse effects on landscape, heritage or archaeological interests. The routes are low-lying and accord with the existing agricultural field pattern. Ground disturbance will be shallow and limited in extent and is compatible with the archaeological oversight already established through the existing Written Scheme of Investigation (WSI).

In conclusion, the proposed access tracks represent minor, operationally-necessary refinements that enable the effective completion and functioning of the consented solar farm. They give rise to no material environmental, technical or highway impacts and comply fully with the South East Lincolnshire Local Plan when read as a whole, as well as the NPPF's strong support for renewable and low-carbon energy development. The application is therefore acceptable in planning terms and should be approved.

Please let me know if you require any further information.

Yours sincerely,

A handwritten signature in black ink, consisting of a stylized 'J' followed by a series of loops and a final horizontal stroke.

Josh Rogers
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