

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 25/00940/FUL

Highway Reference Number: 2025/0940/04/H/R1

Application Address: Park House Farm Leicester Lane Desford Leicester Leicestershire LE9 9JJ

Application Type: Full

Description of Application: Re-consultation. Removal of the existing wind turbines, installation of two new wind turbines and associated infrastructure

GENERAL DETAILS

Planning Case Officer: Laura Ashton

Applicant: Mr Paul Hilyer

County Councillor: Markfield, Desford & Thornton ED - Charles Whitford CC

Parish: Desford

Road Classification: Class B

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority Advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 116 of the National Planning Policy Framework (2024), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been re-consulted by the Local Planning Authority (LPA) for the removal of the existing wind turbines, installation of two new wind turbines and associated infrastructure located at Park House Farm, Leicester Lane, Desford, Leicester, LE9 9JJ.

The LHA issued a response on 6 November 2025 requesting further information on the points below:

- Detail of how the site will be accessed within the Applicant's red line boundary and of the possible temporary measures at the site entrance;
- Swept path analysis for HGVs accessing and egressing the site in all directions to evidence that the access is suitable designed to allow safe access and egress for all vehicles;
- Swept path plans demonstrating a 27m long indicative trailer egressing the site access and its journey back to the M1;

- Trip generation and types of vehicles that would be involved in the decommissioning process; and
- Details as to what measures will be in place during construction to prevent conflict between users of the PRow and construction traffic.

In response to this, the Applicant has submitted the following documents:

- Transport Supporting Statement dated 14 January 2026;
- Swept Path Analysis – 27m Trailer Entry – Part A, drawing number COGAPP/849/026/c;
- Swept Path Analysis – 27m Trailer Entry – Part B, drawing number COGAPP/849/027/c;
- Swept Path Analysis – 27m Trailer Exit – Part A, drawing number COGAPP/849/029/b;
- Swept Path Analysis – 27m Trailer Exit – Part B, drawing number COGAPP/849/030/b;
- Swept Path Analysis – HGV Entry – Part A, drawing number COGAPP/849/031/b;
- Swept Path Analysis – HGV Entry – Part B, drawing number COGAPP/849/032/b;
- Swept Path Analysis – HGV Exit – Part A, drawing number COGAPP/849/033/b; and
- Swept Path Analysis – HGV Exit – Part B – drawing number COGAPP/849/034/b.

Site Access

The LHA is satisfied that the Applicant has confirmed permission of the use of third party land at the access point. It has been stated on the Transport Supporting Statement that:

‘The Applicant has confirmed that permission is in place to utilise a small section of third-party land at the site entrance where required to facilitate construction access.’

The LHA would like to draw the Applicant’s attention to drawings ‘Swept Path Analysis - 27m Trailer Entry - Part A’ where the 27m long indicative trailer is accessing the site (image below). The LHA note that the vehicle tracking is very close to third party land to the south of the B582.

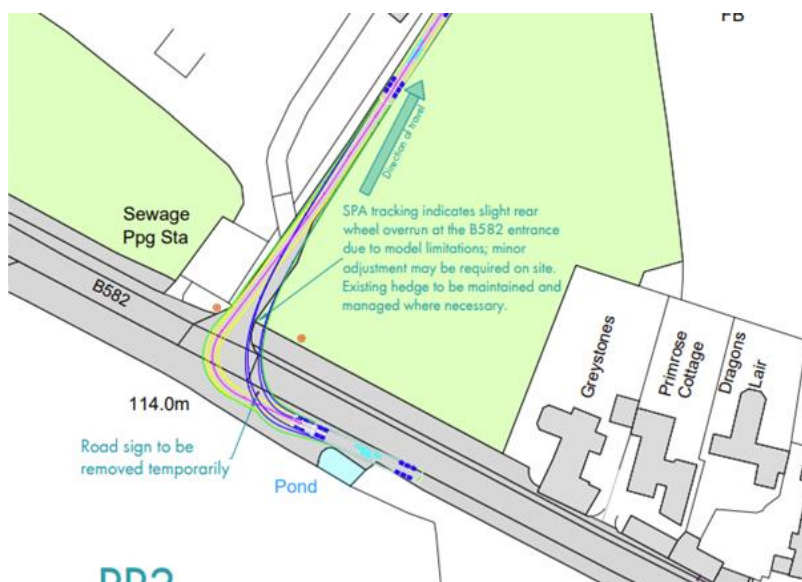


Image of 27m trailer entry.

While it appears there will be tight manoeuvres entering and egressing the site, the Applicant should satisfy themselves that this is possible within the physical constraints of the site access.

As stated on the LHA's previous response, it is advised that all costs associated with the removal/ relocation/ reinstating of any street furniture will be the sole responsibility of the Applicant.

Should planning permission be granted, the Applicant should be advised to contact Leicestershire County Council's Network Management team at the earliest opportunity to discuss access to the road network to carry out works. The team can be contacted at: networkmanagement@leics.gov.uk.

Trip Generation

The LHA welcome the additional information regarding the decommissioning trip generation whereby:

'Indicative trip numbers, based on the original installation phase, are approximately 8-10 articulated HGV trips for component removal, with additional limited HGV movements where reinstatement materials are required Contractor/staff vehicles are expected to total 5-10 per day during active periods.'

Alongside this, the Applicant previously stated within section 8.4.5 of the Planning Statement that there will be approximately 8 Abnormal Indivisible Load Vehicle trips required to deliver the turbine components.

The LHA understand that this will be a temporary situation owing to the decommissioning and construction phases of the development and therefore do not raise any further concerns regarding the trip generation.

Public Right of Way S2

As noted previously the application site includes the access route from Leicester Lane to Park House Farm which overlaps with public right of way Footpath S2. The submitted Transport Supporting Statement advises:

'During construction and decommissioning, temporary warning signage will be installed, and banksmen will be used when large vehicles are crossing the PRow. The route will remain open and unobstructed at all times.'

The LHA is satisfied that the above measures will help to mitigate any potential conflict between users of the PRow and construction traffic.

Conditions

1. No decommissioning shall commence on the site until such time as a Decommissioning management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The decommissioning of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

2. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

Informatives

- The Applicant should be advised to contact Leicestershire County Council's Network Management team at the earliest opportunity to discuss access to the road network to carry out works. The team can be contacted at: networkmanagement@leics.gov.uk.
- Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.
- The Public Right(s) of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.
- The Public Right(s) of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.
- Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.
- No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and the County Council may be obliged to require its immediate removal.

Date Received
15 January 2026

Case Officer
Emma Peacock

Reviewer
BD

Date issued
29 January 2026