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LEICESTER CITY COUNCIL
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14/01/2026

Park House Farm Additional Transport Statement (25/00940/FUL)

Dear Planning Officer,

This Transport supporting statement has been prepared in response to the Local Highway Authority (LHA) consultation comments requesting further detail on access, swept path requirements and decommissioning-phase vehicle movements.

The updated Swept Path Analysis (27m trailer and 18.55m articulated vehicles) has been prepared as requested. Therefore, this statement should be read in conjunction with the attached drawings:

- Appendix 8.2 Swept Path Analysis - 27m Trailer Entry - Part A
- Appendix 8.3 Swept Path Analysis - 27m Trailer Entry - Part B
- Appendix 8.4 Swept Path Analysis - 27m Trailer Exit - Part A
- Appendix 8.5 Swept Path Analysis - 27m Trailer Exit - Part B
- Appendix 8.6 Swept Path Analysis - 18.55m HGV Entry - Part A
- Appendix 8.7 Swept Path Analysis - 18.55m HGV Entry - Part B
- Appendix 8.8 Swept Path Analysis - 18.55m HGV Exit - Part A
- Appendix 8.9 Swept Path Analysis - 18.55m HGV Exit - Part B

Site Access and Third-Party Land

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.

Decommissioning Vehicle Movements

Information from the original turbine Traffic Management Plan (11/00329/FUL)¹ has been reviewed to provide indicative decommissioning phase vehicles and numbers, with the following vehicles expected to be utilised:

- Standard HGVs (rigid and articulated)
- Mobile crane delivered on a standard HGV
- Light goods vehicles for staff

No abnormal indivisible loads (AIL) will be required for the decommissioning phase.

¹ Traffic Management Plan (2012): <https://pa.hinckley-bosworth.gov.uk/online-applications/applicationDetails.do?activeTab=externalDocuments&keyVal=LKBH37II7S000>



Vehicle Types and Regulatory Compliance

Review of the original turbine Traffic Management Plan² confirms that turbine components were previously delivered on standard 44-tonne articulated HGVs (with a maximum length of 16.5m), with only a minor rear overhang of turbine components that remained within the 3.05m threshold defined in STGO/C&U regulations. Since May 2023, the maximum legal length of standard articulated vehicles has increased to 18.55m. As a result, any minor overhang associated with the proposed turbine component removal would be no greater than, and likely reduced compared to, the original delivery arrangements and would remain within regulatory thresholds.

Decommissioning Trip Generation

Decommissioning is therefore expected to use standard vehicle types, including rigid HGVs, 18.55m standard 44 tonne articulated HGV and a mobile crane delivered on a standard HGV, supported by light goods vehicles for staff. 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.

These activities would take place over a short, defined decommissioning period, consistent with the approach set out in the submitted Planning Statement, and would not result in prolonged or continuous traffic movements on the local highway network.

These works will be temporary and of a scale previously accepted on the network, with no requirement for All escorting, temporary road closures or removal of street furniture.

Public Right of Way S2

The access route intersects Public Footpath S2 near the farmyard. 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.

Conclusion

With consideration of the above, it is determined that the LHA's transport related queries have been suitably addressed through the information provided within this statement and the accompanying updated drawings. The proposed access arrangements and temporary construction and decommissioning vehicle movements are capable of being accommodated safely on the local highway network.

However, should you require any further information, please don't hesitate to be in touch with Cogeo who would be happy to assist.

Kind regards,

Sonal D'Souza
Lead Project Consultant

² 11/00329/FUL

