

Town and Country Planning Act 1990  
Planning and Compulsory Purchase Act 2004  
Appeal by Taylor Wimpey UK Ltd

Land at North of Barkby Road, Syston

Proof of Evidence on Transport, Traffic Impact and Accessibility  
Prepared by Simon Tucker BSc (Hons) MCIHT  
on behalf of the Appellant

PINS Ref: APP/X2410/W/23/3325902  
LPA Ref: P/21/2639/2

# *Land at North of Barkby Road*

## *Proof Of Evidence of Simon John Tucker*

24<sup>th</sup> October 2023

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**Taylor Wimpey UK Ltd**

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## 1.0 Qualifications And Experience

- 1.1 My name is Simon John Tucker. I am a Director of DTA Transportation Ltd, Transportation Planning Consultants. The consultancy specialises in expert advice on transport related issues throughout a broad range of projects for both the public and private sector. In particular, our expertise lies in evolving transportation strategies, identifying solutions and negotiating agreements.
- 1.2 I am a Member of the Chartered Institute of Highways and Transportation, a graduate member of the Institution of Civil Engineers. I hold an Honours Degree in Civil Engineering from the University of Manchester.
- 1.3 I have 24 years' experience in the field of Transport Planning. I have prepared transport and traffic reviews, Transport Assessments and contributed to the process of Environmental Impact Assessment for a wide range of projects for both the public and private sector. I have appeared as an expert witness at numerous Section 78 and Local Plan Inquiries and Hearings.
- 1.4 The approach I have taken to this evidence and the methodology of the Transport Assessment work that supports it is consistent with that adopted for all developments of this form and scale. The methodology adopted in the transport work supporting the application has been accepted by the Local Highway and Planning Authorities. It is in accordance with the assessment methodology required by the National Planning Policy Guidance and has been accepted on numerous occasions by Local Highway Authorities, planning authorities, Inspectors on appeal and the Secretary of State on recovered appeals.
- 1.5 I have been instructed on behalf of the appellant since February 2018. The evidence which I have prepared and provide for this appeal reference APP/X2410/W/23/3325902 in this proof is true and I confirm that the opinions expressed are my true professional opinions.



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## 2.0 Introduction and Scope of Evidence

- 2.1 This evidence has been prepared on behalf of the appellant (Taylor Wimpey UK Ltd) in support of its appeal against non-determination of the application by Charnwood Borough Council (CBC).
- 2.2 The application was supported by a significant and detailed transport evidence base which I will refer to below where relevant. This includes the original Transport Assessment and various technical notes prepared in support the application.
- 2.3 The applicant sought to continue dialogue with Leicestershire County Council as Local Highway Authority (LHA) throughout the process and the appropriate evidence base is set out in Appendix A of the Statement of Common Ground.
- 2.4 The highway authority confirmed in their final response of 17<sup>th</sup> August 2023 that they had no objection to the application subject to, inter alia, conditions securing appropriate access and contributions towards various mitigation measures. These are discussed in detail below. This proof of evidence therefore sets out the position as agreed with the LHA as the statutory Highway Authority and the LPA.
- 2.5 In summary it is common ground that:
- i. The development promotes the use of sustainable transport modes, including through the provision of cycle and pedestrian connections.
  - ii. The site is located in a sustainable and accessible location in full compliance with local and national policy objectives.
  - iii. The application is supported by a Travel Plan which is acceptable and agreed with the LHA. Supporting measures including travel packs, bus ticket vouchers and monitoring are included in the Section 106 agreement.
  - iv. Safe and suitable access for all from and to the development site has been demonstrated.
  - v. The design of the junction with Barkby Road and the design of the primary access road (i.e. the only elements of detailed road/street design at the outline

- stage) are agreed as being consistent with national highway design standards and can be controlled by planning condition.
- vi. The appeal scheme will have no adverse impact on highway safety in relation to the proposed site access or on the wider network.
- 2.6 The site is proposed as draft allocation as described by Mrs Clarke. Accordingly, the principle of development is acceptable. The Council therefore consider that the site is, in principle, acceptable. My evidence (nonetheless) demonstrates that in accessibility terms the location of the site is wholly consistent with the requirements of the NPPF.
- 2.7 It is demonstrated that in the context of the Charnwood Borough as a whole, the site can be considered an accessible and wholly sustainable location for development, and residential development in particular. This conclusion is agreed by the Council who have confirmed no objection on such matters.
- 2.8 The highway safety record of the adjacent highway network is good and it is agreed that there are no adverse or unacceptable highway safety impacts arising as a result of the development.
- 2.9 The traffic impact of the scheme has been assessed in detail through the Transport Assessment process prepared in consultation with and to specific scope requested by the LHA Council. The conclusions of that assessment are clear, that subject to financial contributions towards localised mitigation, the development can be accommodated without a significant impact. There is no severe impact from the development. There is no severe impact from the development. The technical conclusions of the modelling are agreed and no rival modelling or assessment has been advanced by any party.
- 2.10 Ultimately, the test set by the NPPF in respect of applications is that they should only be refused if the residual cumulative impacts on the road network would be severe.

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- 2.11 This evidence concludes that the appeal scheme is fully consistent with the requirements of Paragraphs 110 / 111 of the NPPF and Policy CS17, CS24 of the Core Strategy and CC5 of the Emerging Local Plan in that it provides safe and secure access by all modes, direct access to public transport and local transport mitigation to reduce conflict between vehicles and other road users.
- 2.12 The highway safety and traffic impact issues have been fully tested through a comprehensive Transport Assessment process. These documents are agreed with the Council.
- 2.13 On this basis, it is clear that there are no highway or transportation reasons why planning consent should be withheld.

## 3.0 Policy Basis

### 3.1 National Planning Policy Framework (September 2023)

3.1.1 The NPPF confirms that the Government supports sustainable development. This is highlighted in Para 10 which confirms that:

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

Para 10

3.1.2 In specific relation to transport issues it is confirmed that:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) The potential impacts of development on transport networks can be addressed;
- b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated;
- c) Opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

Para 104

3.1.3 The NPPF sets the following test in relation to development:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a. Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b. Safe and suitable access to the site can be achieved for all users; and
- c. the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

- d. Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Para 110

3.1.4 Paragraph 111 establishes that there are very limited circumstances where development can be refused on highways grounds as reflected in the threshold that the residual cumulative impact must be severe. This is a high bar.

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Para 111

3.1.5 The policy test in terms of new development in the NPPF relates to the need to ensure high quality access by all modes and that traffic impacts are not severe whilst cost effectively limiting infrastructure. To ensure high quality development, NPPF confirms that applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles;
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Para 112

### 3.1.6 The NPPF then goes on to state that:

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Para 113

## 3.2 Local Planning Policy

*Charnwood Core Strategy (2011-2028) – Adopted November 2015*

### 3.2.1 Policy CS17 of the Core Strategy covers the approach to ensuring developments meet the necessary sustainable travel aspirations of the Council. It confirms that:

#### Sustainable Travel

By 2028, we will seek to achieve a 6% shift from travel by private car to walking, cycling and public transport by:

requiring new major developments to provide walking, cycling and public transport access to key facilities and services;

requiring new major developments to provide safe and well-lit streets and routes for walking and cycling that are integrated with the wider green infrastructure network.

securing new and enhanced bus services from major developments and new bus stops where new development is more than 400 metres walk from an existing bus stop;

securing contributions from our sustainable urban extensions towards improvements to public transport corridors into Leicester City and Loughborough in accordance with Policy CS19, CS20 and CS22; and

working with our partners to maximise opportunities for freight movement by rail.

We will do this by:

assessing the impact of major developments through Transport Assessments and Travel Plans; and

working with our partners, including Leicestershire County Council and Leicester City Council, to secure funding for and delivery of sustainable transport improvements.

### 3.2.2 Policy CS18 covers transport mitigation and states that:

We will maximise the efficiency of the local and strategic road network by 2028. We will do this by:

delivering sustainable travel improvements in accordance with policy CS17;

requiring our strategic developments to deliver an appropriate and comprehensive package of transport improvements in accordance with Policies CS19, CS20, CS21, CS22 and CS23; and

requiring other network improvements as identified by appropriate Transport Assessments.

- 3.2.3 Policy CS24 sets out the process under which the Council will seek to secure contributions towards meeting (amongst other requirements) those objectives.

*Charnwood Local Plan (2021-2037) – Pre-Submission Draft July 2021*

- 3.2.4 Policy CC5 mirrors the objectives of the NPPF in terms of sustainable transport and notes that:

We will support sustainable patterns of development which will minimise the need to travel and seek to support a shift from travel by private car to walking, cycling and public transport. We will support major development that:

- provides excellent accessibility to key facilities and services by walking, cycling and public transport, including for people with restricted mobility;
- is informed by a robust transport assessment and travel plan which considers sustainable travel options at the outset so that they form an integral part of the development;
- provides well-lit, safe and attractive walking and cycling routes and secure cycle shelters;
- secures, where possible, new and enhanced bus services, including new bus stops, where development, is more than a 400m walk from an existing bus stop;
- ensures sustainable transport infrastructure is well designed, integrated with the Green Infrastructure and contributes towards making high quality places;
- contributes to the infrastructure required to improve the speed, reliability and attractiveness of public transport including, where appropriate, bus gates, bus priority measures and bus links; and
- reduces, as far as possible, the negative impacts on air quality in accordance with policy EV11.

We will work with our partners to secure funding for and delivery of sustainable transport improvements.

We will support neighbourhood plans in identifying sustainable travel opportunities suitable for their local area.

### 3.3 Policy Conclusions

- 3.3.1 The key policy tests in NPPF require the Council to give full consideration to the mitigation measures proposed by any development including Travel Planning and capacity / safety enhancements (Para 110a). The scale of such mitigation needs to be cost effective and appropriate (Para 110c). The development plan policies provide more detail and are generally consistent with the NPPF tests.

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3.3.2 Based on the above, my evidence therefore addresses three propositions in respect of transport issues that are derived from the NPPF and covered by CS18, CS19 and CC5 at a local level:

**Test 1** – Appropriate opportunities to promote sustainable transport modes have been taken up, given the type of development and its location.

**Test 2** – Safe and suitable access to and within the development can be satisfactorily achieved for all people.

**Test 3** – The impact of the development (including the impact of traffic) be safely and satisfactorily accommodated or mitigated and following consideration of that mitigation, the residual impact of the development would not be severe.

3.3.3 These are considered in turn below.



## 4.0 Test 1: Appropriate opportunities to promote sustainable transport modes have been taken up, given the type of development and its location

### 4.1 Context

“Where developments are located, how they are designed and how well public transport services are integrated has a huge impact on whether people’s natural first choice for short journeys is on foot or by cycle, by public transport or by private car. The planning system has an important role to play in encouraging development that promotes a shift towards sustainable transport networks and the achievement of net zero transport systems.”

(Transport decarbonisation plan, DfT 2021).

- 4.1.1 As set out in Section 3 of the Transport Assessment the site is located in a highly accessible location with excellent access for local residents by walking / cycling and public transport to a wide range of facilities both within Syston and further afield.
- 4.1.2 As set out in Pre-submission Charnwood Local Plan 2021-2037, Syston is the third largest town in the Borough and classed as an Urban Settlement, (the highest hierarchy level after Loughborough), with a good range of services and community facilities including shops, schools and health facilities. Syston is a well-established built-up area and benefits from several local amenities within walking distance of the site.
- 4.1.3 The location of the main local facilities including education, employment, shopping, bus, train and cycle access are shown on **Figure 1**.
- 4.1.4 The Merton Primary School is located on Cherry Drive within around 500-700m of the site access junctions. St Peter and St Paul C of E Primary School is situated on Upper Church Street approximately 1.5-1.7km of the site access. Bishop Ellis Catholic Primary School is located to the southwest of the sites to the south of Barkby Thorpe Lane. Wreake Valley Academy is located north of St Peter and St Paul C of E Primary School within 2km walking distance of the site.
- 4.1.5 ALDI, Tesco Metro and Co-op are located within easy walking distance of the site. Several

employment areas are also accessible within walking distance. Jubilee Medical Centre is located on Melton Road adjacent to the post office. A number of other retail stores and shops are located nearby including a pharmacy. These facilities are within around 1.4km of the site.

4.1.6 There are also community facilities, meeting places, several public houses, places of worship and several sports facilities within Syston.

4.1.7 The site is well located in terms of access to the local facilities in Syston and local schools. All main facilities fall within a 2km walk of the site.

### 4.2 Pedestrian and Cycle Access

4.2.1 The site is located on the edge of the existing built-up area of Syston. Street lighting is provided and vehicle speed is subject to 30mph on all local residential roads. A continuous footway network begins at the southwest corner of the site on Barkby Road heading west towards the centre of Syston. Barkby Road has 1.5-2m footways on either side of the carriageway with dropped kerbs and tactile paving at crossing points with street lighting.

4.2.2 A Public Right of Way runs through the site linking to Hallaton Drive to the west. Route 48 on the National Cycle Network lies approximately 1.5km northwest of the site and provides connection between Leicester and Ashfordby which connects to recommended cycle routes to Melton Mowbray.

4.2.3 Barkby Road is identified in the County Council Rural Cycle Map as a recommended on-road cycle route. The route heads west into the centre of Syston where on-road routes lead to local destinations such as Barkby, Thurmaston and South Croxton.

### 4.3 Public Transport

4.3.1 As a settlement, Syston is very well served by linkages to Leicester and to adjacent employment areas. There are good frequency bus services (20mins) between Leicester and Melton Mowbray.

4.3.2 The closest bus stop to the proposed site is located on Barkby Road approximately 300m from the site access offering the number 100 bus service. The service runs every 2 hours and travels between Leicester and Melton Mowbray via Barkby, Barsby, Gaddesby and Great Dalby. In addition, bus stops are located on Melton Road and Barkby Road within walking distance of the site, these collectively serve 6 buses with peak frequencies of every 20 minutes.

4.3.3 Syston Railway Station is located to the west of the sites and is accessed from Melton Road and is within 1.9km the site. It is within reasonable walking distance for most commuters and within easy cycle distance.

4.3.4 The station provides links to Loughborough and Leicester. The average journey time between Syston and Leicester is 11 minutes on an average weekday with trains every hour travelling from Syston to Leicester. Trains also operate to Lincoln every hour.

### 4.4 Further Opportunities Being Taken Up

4.4.1 As is clear from the above summary, the location of the site fully accords with the requirements of Policies CS17 and CC5 in respect of accessibility. LCC as the Highway Authority have sought a contribution towards public transport improvements as a result of the scheme and their justification for that is set out in their CIL Compliance Statement. Both the LPA and the appellant agree that the requests are compliant with the CIL regulations and include:

- i) The provision and monitoring of a Travel Plan for the site;

- ii) The provision of bus tickets and transport information packs to new residents;
  - iii) Funding to allow LCC to provide for bus service improvements.
- 4.4.2 Paragraph 104 of the NPPF requires that developments consider *opportunities* to promote walking, cycling and public transport use. Paragraph 105 confirms that opportunities will vary from site to site, depending on location and therefore a balance needs to be struck between the various modes.
- 4.4.3 In a practical sense the propensity for people to use the bus and the degree to which improvements are required needs to be considered against the context of the wider accessibility of the site.
- 4.4.4 As set out above the site is well within a practical walking and cycling distance of all the main facilities including retail, education and leisure within Syston. Walking and cycling is therefore likely to be the preferred non car mode for most local trips.
- 4.4.5 Rail and bus travel is likely to be more pertinent for commuter journeys (principally to Leicester) for which there are high quality routes available within Syston. These are within reasonable walking and cycling distance for the majority of residents using these serves for secondary school or commuter trips.
- 4.4.6 The position in respect of the need for improvements to public transport provision is set out in Section 3.6 of the Transport Assessment. In summary the site is located within 600m of a bus stop and that bus service operates every two hours.
- 4.4.7 As part of the application, the appellant was encouraged to consider measures to improve the frequency of the service 100. The service is currently operated under contract with LCC and any changes to the service would need to be led by a review of that contract. The contract is understood to be due for renewal in March 2024.
- 4.4.8 In order to establish a likely cost of the service discussions were held with the current operator and LCC and a sum of £75,000 per annum was proposed to LCC to allow the

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service to be increased to provide a 30 minute frequency between the hours of 0700-0900 and 1600-1900. Whilst I am not party to the full commercial terms of the agreement with the operator, LCC have confirmed that this level of contribution is acceptable.

4.4.9 It is further agreed with LCC that this should be made available for a period of six years from the 50th house completion, which would provide for 5 years post completion of the development. This gives a total contribution of £450,000 which as set out in the LCC CIL Compliance statement will be shared with the adjacent housing allocation (HA2).

4.4.10 In the event that adjacent allocation does not come forward, LCC have confirmed that the funds secured as a result of this scheme could be used (at their discretion as the public transport authority) to support other measures such as demand responsive transport.

### 5.0 Test 2: Safe and suitable access to and within the development can be satisfactorily achieved for all people.

- 5.1 Vehicular access will be via a new priority junction from Barkby Road with a right turn lane into the site. The final agreed site access plan is provided on Drawing 20060-02 Rev F (**CD2.14**).
- 5.2 As part of the discussions with the LHA a visibility splay of 120m was provided at the access and the design was reviewed in line with CD123 of the Design Manual for Roads and Bridges (DMRB) standards. The design fully accords with those standards. The layout has been tracked to ensure that the largest design vehicle (a 10.5m refuse vehicle) can use the access satisfactorily. The design includes a footway access to the west.
- 5.3 This access has been subject to an independent Stage 1 Road Safety Audit as required and the report is provided at **CD2.11**. The audit confirms there are no significant or substantive issues raised and has been accepted by LCC.
- 5.4 It is common ground with the LPA and LHA that safe and suitable access can be achieved to the site. The appeal scheme therefore fully complies with the requirements of the NPPF and indeed CS17 and CC5, in respect of securing safe and secure access for all modes.
- 5.5 A draft Section 106 agreement will be submitted between the appellant and landowner, and the Borough Council and Leicestershire County Council, the latest draft is provided at CD9.09. The agreement includes provision for a Deed of Dedication to dedicate land within the site to the Highway Authority, to safeguard the land required to provide a design compliant roundabout junction in the future to serve the appeal site and proposed strategic allocation HA1: Land South East of Syston in the Draft Local Plan, to the south of the site.

### **6.0 Test 3: The impact of the development (including the impact of traffic) can be safely and satisfactorily accommodated or mitigated and the residual cumulative impact would not be severe.**

#### **6.1 Context**

6.1.1 The approach to modelling and assessing the impact of the development proposals on the highway network has been discussed and agreed with the LHA. The outcomes of that agreed modelling in respect of the application is provided in **CD2.15**.

6.1.2 At the request of the LHA and on a without prejudice basis, the applicant undertook a further review of potential highway mitigation measures on the wider network and this work is reported in **CD2.18**.

#### **6.2 Definition of Severe**

6.2.1 As set out above, the test set by the NPPF at Para 110 requires consideration of mitigation where there is a significant impact. Para 111 states that the application should only be refused if the residual cumulative impact of the development is considered severe. The NPPF provides no formal definition for the term 'severe'.

6.2.2 The way that the test of Severity should be applied was considered in detail in [Hawkhurst Parish Council v Tunbridge Wells DC \[2020\] EWHC 3019](#). The judgment was based on the 2019 version of the NPPF and therefore refers to Paragraphs 108 - 111. The current appeal is being considered under the 2023 version of the NPPF and therefore the relevant paragraph references are 110 - 113. The wording is identical except for the addition in a new 110c relating to the design of the scheme. That specific addition is not relevant to the application of the test.

6.2.3 Here, the Judge confirms that in the absence of a definition within the NPPF that:

*"Inevitably a qualitative term of this kind used in the NPPF necessarily calls for the exercise of judgment on the part of the decisionmaker." (Para 111 of Judgment).*

6.2.4 The judgment includes a discussion on the adequacy of the evidence base to make such a judgment. In this appeal case, all main parties (the LPA, LHA and appellant) agree that the Transport Assessment evidence base does provide adequate assessment to allow that judgment to be made.

6.2.5 The most pertinent conclusion of that judgment is set out in Para 138 where it is confirmed that:

*"In my judgment, paragraph 109 [Note now 111] of the NPPF necessarily requires consideration of whether the residual cumulative impact of the proposed development is severe, not simply whether existing or projected congestion without that development would be severe."*

6.2.6 On that basis it is the change that arises from the development that must be found 'severe'. Severe is defined in the OED as meaning 'very great'. In all reasonable terms, the interpretation of its use in Policy is that it sets a very high bar or hurdle. Traffic impact issues should in other words not prevent the deliverability of otherwise sustainable and appropriate development unless there are very significant and exceptional impacts arising.

### 6.3 Traffic Impact and Mitigation

6.3.1 As set out in **CD2.15**, the appellant provided to LHA a traffic assessment of the local junctions within the Syston. The original assessment included a total of 9 junctions (plus the site access) as shown at **Figure SJT2**. This was refined to further discussion on 6 junctions and the results of the final modelling is summarised in the table on PDF Page 8 of **CD2.15**. The summary table provided at **Appendix SJT A** below for ease of reference.

6.3.2 From that final agreed assessment, three junctions are approaching capacity in 2027 and the same three junctions forecast to operate over capacity by 2037.

6.3.3 However, the development does not (in either year), in itself or in isolation, materially change the operation of any of the junctions. Given the tests set out in the NPPF as discussed above it is not therefore considered that consideration of mitigation is directly appropriate.



- 6.3.4 Notwithstanding this, as set out in their final response (and as consistently raised at pre-determination discussions), LCC requested consideration of mitigation at three junctions and this was offered by the appellant without prejudice to its position that it was unnecessary (see CD2.18). Having reviewed that assessment, LCC confirm in their final response that no mitigation was required or sought at the High Street / Melton Road / Barkby Road Junction.
- 6.3.5 Mitigation was however requested at Goodes Lane / Melton Road and Fosse Way High Street. As confirmed by the modelling, these two junctions within Syston will likely experience capacity issues at the end of the Local Plan period when other growth (including the allocations at HA1 and HA2) is taken into account.
- 6.3.6 On that basis LCC have requested a proportional contribution from the development to support the implementation of future mitigation measures. Their justification for that contribution is set out in the LCC's CIL compliance statement (**CD9.06**) and the LPA have confirmed they agree with the approach adopted.
- 6.3.7 The appellant also agrees the approach and the Section 106 agreement reflects the requested contributions.

## 6.4 Conclusions

- 6.4.1 Overall, it is concluded that the appeal scheme fully complies with the requirements of the NPPF, CS17, CS18, CS24 and CC5.

## 7.0 Response to Third Parties

7.1 A limited number of third parties have made representations on the application in terms of traffic impact issues. These include:

### C Batchelor

"195 new dwellings on such a small bit of land will continue to cause chaos that already exists in this area. Too many cars per household meaning roads are unpassable if a fire truck needed to get through, causes problems for other emergency services also.

In addition Syston is already over populated. The road network can not cope, with it taking in excess of 20 minutes to pass through the village due to the ridiculous amount of traffic and that is before we get to the services."

### R Schofield

Nothing has changed since the last application was submitted. The roads are still overcrowded with cars due to lack of parking spaces, the schools and local area schools are already oversubscribed. There has been no work done to the roads surrounding this area to make it feasible for the increase in traffic this would cause, never mind the disruption to local residents. There hasn't been any investment in the area to make it suitable for another 200 new homes, that are not needed. It's not affordable housing or much needed as suggested by the planned builders, and I will continue to protest these plans no matter how many times they are submitted.

### P Knight

Syston is already overcrowded - the street infrastructure cannot cope ; there is not enough car parking spaces in the Town, Health Centre and schools are overcrowded.

### G Lumb

Traffic generation is a major issue, including highway safety and The Charnwood Local Plan 2011-2028 Core Strategy (Nov 15) recognises the potential for significant congestion at peak times and this proposed sizeable development will certainly add to existing problems. Syston Town Centre often suffers gridlock, and contrary to the Developer's time periods of 08-0900 and 16-1700 to model peak vehicle movements, experience shows that school runs effectively double these 'events' and certainly extend the quoted time periods. The Developer's own 2018 Transport Assessment (in support of their application subsequently withdrawn in Jan 2020) stated, "The proposed residential development will most likely increase the demand for education with the resulting trips to access the local schools" and I am sceptical of their forecast of only a maximum 90 additional two-way vehicle movements from 195 households when Census information is available that remodels the number to 102 (Journey to Work share data). Syston has no real large employers on its doorstep, forcing an intolerable increase in commuter traffic as well as a significant impact on the numbers taking, and returning, their children to school. Despite the fact that the Developers stated in 2018 that "the propensity to walk will be high" many households face time pressures that will result in private cars being heavily utilised. One of the closest Primary Schools, The Pochin Primary, has NO pedestrian access from the proposed development and residents will have no option but to drive. The Developer concedes that nearly 60% of traffic from the proposed development will turn right onto Barkby Rd and thus, by definition, will be heading for the town centre with only Pembroke Avenue serving as an alternative for those heading towards Thurmaston. One of the catchment primary schools (The Merton Primary) is also situated just off

Pembroke and this increase in traffic would present a road safety problem for little ones going to school. Coupled with a shortage of parking spaces, are we willing to see Syston come to a standstill, with roads clogged up by incessant traffic and people being reluctant to shop in the town centre with resultant effect on the local economy and businesses? Local facilities in the area cannot cope with the significantly increased population. The High Street and shopping are already creaking with the volume of cars and delivery lorries, which are a daily nuisance and car parking is already a problem. Are we willing to suffer the consequences of a clogged-up town centre long after the Developer has moved on?

Vishal Ramji

Barkby Road, Queniborough Road and the surrounding roads already struggle to cope with the volume of cars, especially during peak times, so adding extra cars from the new houses will only worsen the problem and lead to increased noise/ traffic pollution.

Andrew and Sophie Baldwin

2- Traffic. An increase in traffic will put a substantial strain on the infrastructure of Syston and the surrounding villages. Syston is already struggling under its current volume of traffic causing significant congestion not only around school times but weekends also, pair that with a lack of parking within the town centre and you will find many people will avoid the town altogether. The increase will also affect the roads leading to Thurmaston retail park, roads which already suffer greatly from congestion and once again parking is almost becoming an Olympic sport. This has a direct impact on our high street stores and is why many people already choose to shop online.

D Murry

The plans propose building 195 homes, which may quate with approximately 300 (or more) motorised vehicles (a suggested 500-600 extra journeys per day) travelling along Barkby Road and or Queniborough Road. This excludes other , visiting vehicles. Several negative consequences may be suggested: (i) significantly increased congestion on both roads and with Syston (and also Queniborough) village centres, particularly , but not only, at peak travel times; (ii) significantly increased pollution (including noise and air) along Barkby Road, Queniborough Road and within all 3 village centres; (iii) possible necessary widening of some roads and concomitant loss of import, limited green space for Queniborough / Syston.

I do not concur , based on my observation, with TW's assessment that "it is not expected that the level of new trips will have a material impact on the local road network". (I would be interested to see statistical analysis used to confirm TW's assertion and it would be pertinent to inspect TS's modelling procedure used to reach this conclusion).

P Lord

I am raising issues with this application overbearing impact from development schools are at bursting point now no one can get in the doctors taking away our view of the fields facing us and all the extra traffic on Barkby Road plus there isn't enough parking in Syston now I think this development would make a bad impact on Syston.

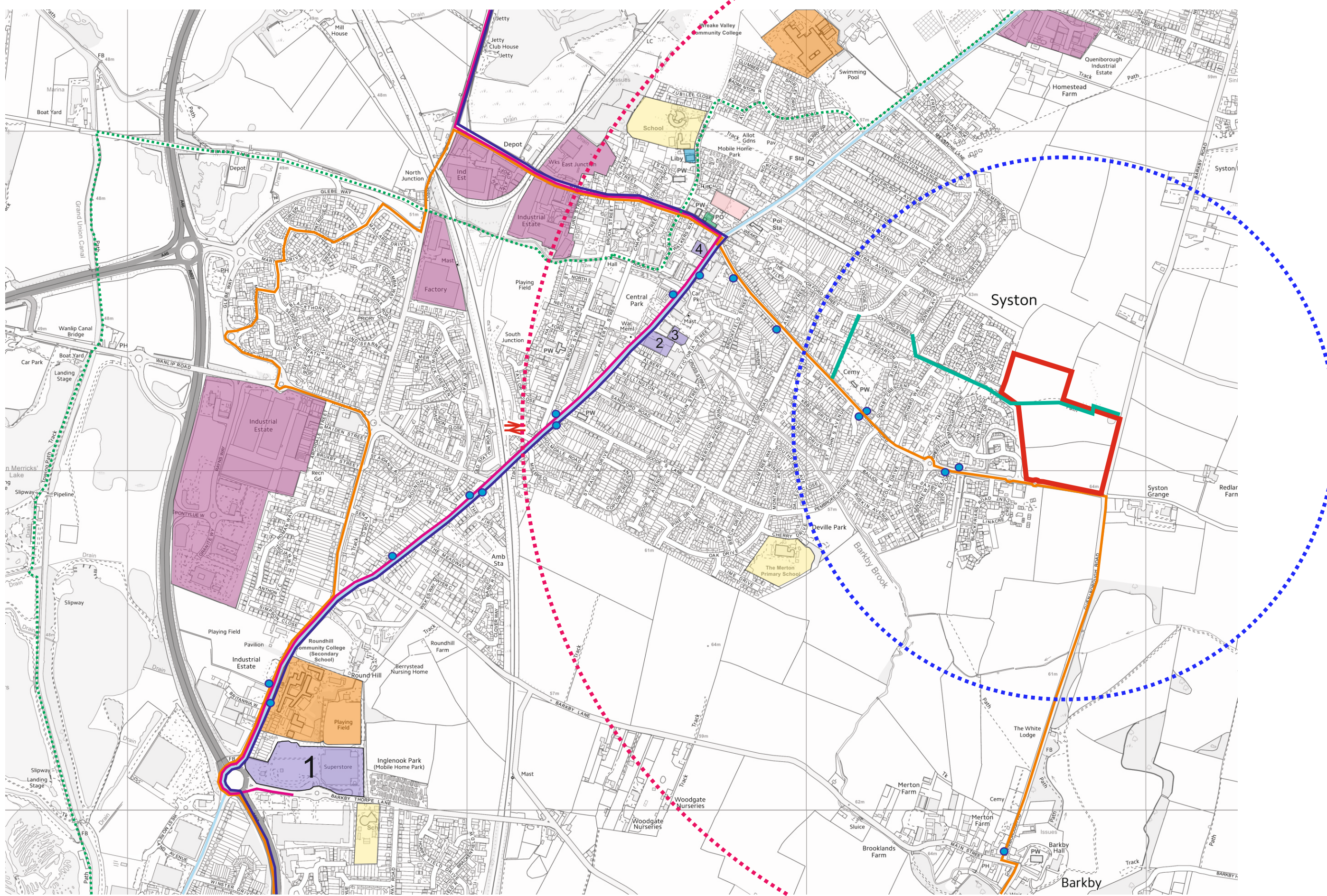
- 7.2 The above can be summarised, broadly, as the view that the roads within Syston are already at capacity and cannot accommodate any further growth in vehicular traffic from new development.
- 7.3 That position is not supported by any of the evidence base. The Transport Assessment process undertaken by the appellant (and agreed with the LHA) has provided a robust assessment of the impact of the development on all key junctions with Syston.
- 7.4 Those assessments are based on base surveys collected in 2022 (by the LHA on behalf of the appellant). Factors were provided by the LHA to uplift these base flows to allow for any uncertainty arising from the recovery from the COVID 19 pandemic. They are therefore particularly robust.
- 7.5 The level of development traffic has been forecast using industry standard techniques and verified against surveyed trips generated by existing residential areas in Syston. They are therefore robust and have been agreed with the LHA.
- 7.6 The impact of the development, both individually and cumulatively with other growth has been comprehensively and robustly tested in the transport assessment works. The impacts of the development are modest and not significant. Appropriate mitigation has been discussed and included in the S106. This conclusion is agreed with the LHA as confirmed in their final responses to the application.
- 7.7 As established in *Shadwell Estates Ltd v Breckland DC* [20130 EWHC 12 (Admin)], clear and compelling reasons are needed to deviate from the findings of a statutory consultee and in this case, there is no counter evidence to support the concerns raised by the third parties.

### 8.0 Summary and Conclusions

- 8.1 This proof of evidence has been prepared on behalf of the Appellant to review the Highway and Transport implications of the proposed development. This evidence demonstrates that the appeal scheme is wholly acceptable in relation to highway matters.
- 8.2 It is demonstrated that in the context of Charnwood Borough as a whole, the site is accessible by active travel modes and public transport and a wholly sustainable location for development, and housing development in particular. The development will support housing growth in an area with good accessibility to local facilities and good accessibility to wider facilities in the form of public transport (bus and rail). This, alongside the Travel Plan and supporting measures in the S106, will support active travel choices and will support independence to those without a private car.
- 8.3 This conclusion is agreed by the LHA and the LPA who have confirmed no objection on such matters.
- 8.4 This evidence concludes that the appeal scheme is fully consistent with the requirements of Paragraphs 110 / 111 of the NPPF and Policy CS17, CS24 and CC5 in that it provides safe and secure access by all modes, direct access to public transport and local public realm improvements to reduce conflict between vehicles and other road users.
- 8.5 The highway safety and traffic impact issues have been fully tested through a comprehensive Transport Assessment. There is no competing technical evidence in front of the inspector that refutes this in any credible way. On this basis, it is clear that there are no highway or transport reasons why planning consent should be withheld.

**Figures SJT1 / SJT2**





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Notes:

- Site Location
- Bus Stops
- ✂ Railway Station

- Post Office
- Employment Buildings
- Medical Centre
- Primary School
- Secondary School

- Library
- 1 Asda
- 2 ALDI
- 3 Tesco Metro
- 4 Co-op

- Route 5/5A/X5
- Route 27
- Route 100
- Route 128

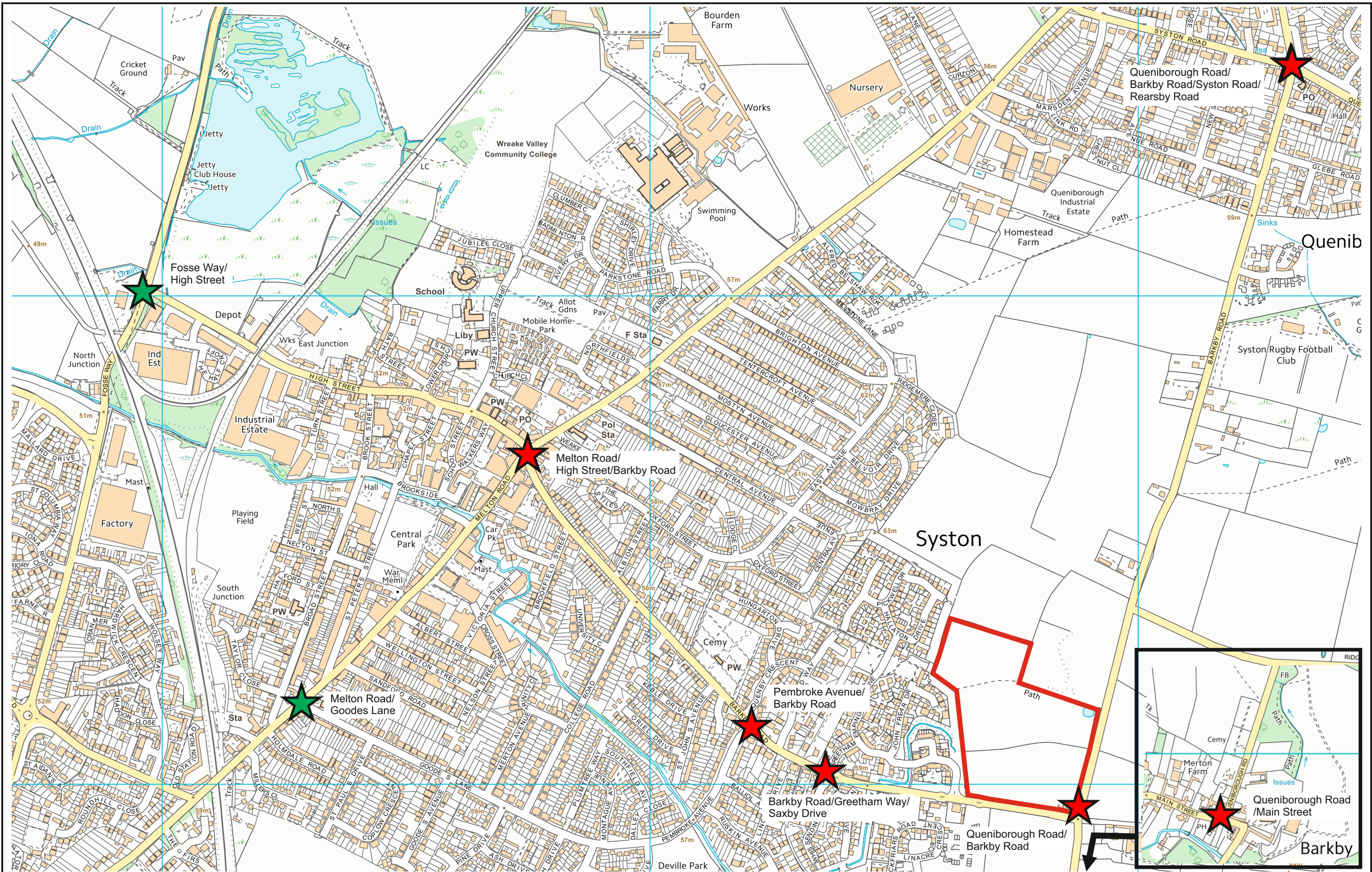
- 800m Isochrone
- 1.6km Isochrone
- National Cycle Route 48
- Footpath

Figure 1  
 Drawing Title Local Facilities Plan  
 Job Title Land East of Siston  
 Client Taylor Wimpey

Scale : NTS










## Appendix SJT A

Appendix SJT A

Extract from Page 8 of CD2.15

Junction	Base Year (2021/2022)	2027 Base	2027 + Development	2037 (Base Sensitivity)	2037 + Development
Site Access	-		Within capacity (highest RFC of 0.33 and Q of 1) Development flows (excluding HA1) through junction: 147 AM, 146, PM	Highest RFC of 0.23 Q of 0	Highest RFC of 0.35 Q of 1
1. High Street/Melton Road/Barkby Road	Within capacity (highest RFC of 0.84 and Q of 5)	Approaching capacity (highest RFC of 0.91 and Q of 8)	Approaching capacity (highest RFC of 0.95 and Q of 12) Development flows through junction: 48 AM, 48, PM	Highest RFC of 1.04 Q of 27	Highest RFC of 1.09 Q of 39
2. Barkby Road/ Queniborough Road	Within capacity (highest DoS of 71.6% and Q of 9)	Within capacity (highest DoS of 81.7% and Q of 16)	Within capacity (highest DoS of 86.4% and Q of 18) Development flows through junction: 60 AM, 60, PM	Highest DoS of 88.6% Q of 12	Highest DoS of 93.5% Q of 14
4. Barkby Road/ Pembroke Avenue	Within capacity (highest RFC of 0.34 and Q of 1)	Within capacity (highest RFC of 0.37 and Q of 1)	Within capacity (highest RFC of 0.44 and Q of 1) Development flows through junction: 87 AM, 87, PM	Highest RFC of 0.42 Q of 1	Highest RFC of 0.50 Q of 1
5. Goodes Lane/ Melton Road;	Within capacity (highest RFC of 0.82 and Q of 7)	Approaching capacity (highest RFC of 0.89 and Q of 11)	Nearing capacity (highest RFC of 0.97 and Q of 20) Development flows through junction: 40 AM, 39, PM	Highest RFC of 1.03 Q of 34	Highest RFC of 1.09 Q of 53
6. Fosse Way/ High Street	Within capacity (highest DoS of 78.2% and Q of 18)	Within capacity (highest DoS of 92.0% and Q of 24)	Approaching capacity (highest DoS of 94.5% and Q of 26) Development flows through junction: 44 AM, 44, PM	Highest DoS of 103.3% Q of 42	Highest DoS of 105.7% Q of 49



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