

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

Summary 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

Summary Proof Of Evidence of Simon John Tucker

24th October 2023

Prepared by:

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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.

1.1 My 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).

1.2 The application was supported by a significant and detailed transport evidence base. This includes the original Transport Assessment and various technical notes prepared in support the application. The applicant sought to continue dialogue with Leicestershire County Council (LCC) as Local Highway Authority (LHA) throughout the application process and the appropriate evidence base is set out in Appendix A of the Statement of Common Ground.

1.3 The Highway Authority confirmed in their final response of 17th 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 in my proof. This proof of evidence therefore sets out the position as agreed with the LHA as the statutory Highway Authority and the LPA.


1.4 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.
- 1.5 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.
- 1.6 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 LHA who have confirmed no objection on such matters.
- 1.7 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.
- 1.8 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 LCC. The conclusions of that assessment are clear, that the development can be accommodated without a significant impact and there is no severe impact from the development. Additional sensitivity testing was undertaken at the request of LCC to include allowances for committed and draft allocations, to which LCC concluded financial contribution towards local mitigation should be sought. The technical conclusions of the modelling are agreed and no rival modelling or assessment has been advanced by any party.

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- 1.9 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.
- 1.10 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 localised transport improvements to reduce conflict between vehicles and other road users.
- 1.11 The highway safety and traffic impact issues have been fully tested through a comprehensive Transport Assessment process. These documents are agreed with the LHA.
- 1.12 On this basis, it is clear that there are no highway or transportation reasons why planning consent should be withheld.



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