

**From:** [Simon Tucker](#)  
**To:** [Suraj Dave](#); [Adrian Whiteman](#)  
**Cc:** [Liam Ward](#); [Gary Tucker - TW Strategic Land](#); [Nichola Willder - TW Strategic Land](#)  
**Subject:** HA3 - Land North of Barkby Road (LPA Ref: P/21/2639/2)  
**Attachments:** [image002.jpg](#)

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Adrian / Suraj (and Liam),

Thank you for your time on Friday, I have set out my notes of our discussion below for agreement:

1. Deadline for final consultation response from LCC to application – Friday 31<sup>st</sup> March.
2. Site Access arrangements (DTA Drawing 20060-02 F and 20060-02-2 F) are agreed and will be secured by planning condition.
3. TW proposals for public transport contribution is agreed. This amounts to £450,000 in total, payable in 6 x £75,000 annual instalments commencing prior to 50<sup>th</sup> occupation. Whilst this is based on costs of enhancing Service 100, LCC would like flexibility within the wording to spend funds on other measures (for example DRT). This is agreeable to TW and precise details can be covered at S106 drafting stage.
4. LCC welcome the sensitivity tests provided by TW. ST confirmed that these were particularly robust because the strategic Transport Assessment evidence base for the local plan confirms traffic flows will reduce through Syston as a result of wider interventions included in the IDP.
5. LCC consider mitigation is required at two locations as a result of the development and are seeking a commitment (under 278 / condition) for these to be provided by the development.
  - a. Goodes Lane / Melton Road. ST explained the without prejudice scheme involved creating a right turn pocket to ease blocking by right turners into Goodes Lane. LCC consider the scheme needs further detailed review, design and RSA (comments received from SD on 24<sup>th</sup> and under review by DTA).
  - b. Fosse Road / High Street. ST explained the without prejudice scheme involved localised widening to provide more stop line capacity at the signals. LCC consider the scheme needs further detailed review, design and RSA.
6. In the meantime, LCC advised that to support the planning application they would be proposing a condition that would secure the refinement and implementation of the scheme. GT advised that it would be TWs intention to agree the detailed design of the junction improvements with LCC in the period post committee and prior to signing the S106 in order to have clarity of associated costs. GT suggested that if the off-site schemes were agreed with LCC prior to the S106 being signed there may be no requirement for a condition and the works can be secured through the S106 or the drawing numbers added to drafted conditions.
7. In relation to the Melton Road / High Street / Barkby Road Junction, ST explained that works to improve capacity here would conflict with wider strategic objectives and therefore none was considered necessary. LCC to review position and confirm by 29<sup>th</sup> March 2023.
8. Strategic Contribution. LCC confirmed that a contribution towards strategic improvements would be sought from the development. The method for arriving at this figure is still being discussed by officers at LCC and Charnwood (with a meeting being held on Wednesday 29<sup>th</sup> March), so it was likely that the final response from LCC would refer

the need for a payment with the details "TBC". TW seek a firmer commitment on scale of costs – LCC to confirm.

9. LCC to share proposed conditions with Liam Ward who would share with TW for discussion.

Simon

Kind regards

Simon Tucker



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