

P/24/1103/2 - Reserved Matters application relating to appearance, landscaping, layout and scale pursuant to Outline permission P/20/2380/2 (Appeal ref: APP/X2410/W/23/3316574) for 143 dwellings and discharge of condition nos. 6 (Site/ finished floor levels), 7 (Arboricultural Method Statement) and 17 (Scheme for the treatment of public right of way). Land off Barkby Road Queniborough Leicestershire LE7 3FB.

Queniborough Parish Council would like to thank David Wilson Homes in taking the time to respond to its comments of 14th August and acknowledges that they have taken on board concerns relating to the close proximity to existing properties on The Ridings, Avenue Road and Chestnut Close.

Flooding/Effectiveness of Attenuation Pond and Maintenance

The Parish Council have asked for assurances from David Wilson Homes that the proposed attenuation pond will be fit for purpose. It has therefore been noted that a detailed drainage strategy and statement has been submitted as part of this Reserved Matters application which Leicestershire County Council as Lead Local Flood Authority has carefully reviewed and confirmed to Charnwood Borough Council that the application documents as submitted are sufficient for the LLFA to support the approval of the reserved matters. It is also noted that the proposed development would be constructed in accordance with the details reviewed and supported by Leicestershire County Council as Lead Local Flood Authority.

According to DEFRA, the approved drainage plan must include the safe operation and maintenance of SuDS. Where appropriate this must make provision for a warning system and contingency arrangements. Maintenance must be carried out safely in accordance with the approved drainage plan to maintain the designed function of SuDS. **An approved plan must be provided to responsible parties, which identifies the measures to maintain the designed function.** Although the Parish Council does not wish to take over responsibility for this new development it would be beneficial for all parties if information pertaining to responsibility for the maintenance is shared. This has been highlighted over the last few years on the Millstones Estate in the village, which was signed over from the developer to Syston Town Council who have been in dispute with Seven Trent Water regarding several issues with the attenuation pond. Basically, it does not appear to be clear once a new development has been signed off which agency/company has responsibility.

Mitigation at the Crossroads

Whilst the appeal decision required that the development be carried out in general accordance with the Arboricultural Impact Assessment and Method Statement (FPCR, 2022), this was contrary to the independent Arboricultural Assessment & Method Statement commissioned by the Parish Council which concluded that the FPCR report was not fit for purpose and therefore should be unacceptable to the Local Planning Authority as an appropriate document.

Furthermore, as mentioned in the Parish Councils original objections for P/20/2380/2 this proposal had been put forward as part of the Davidsons development at Barley Fields (P/14/0708/2) and subsequently rejected by both Davidson's and the Highways Authority in P/17/1975/2 (Variation of condition 5 of P/16/0613/2). In the application for P/17/1975/2 Davidson's stated that *'Following grant approval at our development at Land off Barkby Road, Queniborough, we would like to vary condition 5 of the planning application P/16/0613/2. The reason for such request is due to highway safety; it's our view and also that of Leicestershire County Council that the amended plan is more appropriate than the current drawing by Stirling Maynard, which in fact reduces highway safety.'* This request was supported by a Stage 1 Road Safety Audit from WYG Transport Planning (Attached).

The Parish Council would like to see a very robust argument from the Highway Authority and the Planning Authority stating why this scheme was considered unsafe by both authorities in 2017 and yet, despite significant increases in traffic, this is now considered safe and a mitigation to the overcapacity at the Crossroads.

Rachel Barlow-Skinner
Clerk

3rd October 2024



Davidsons Developments Ltd

25 SEP 2017

**S278 Works
Barkby Rd/Syston Rd/Rearsby Rd Junction
Queniborough**

Stage 1 Road Safety Audit

Report No. RT92812-RSA-1

WYG
Executive Park
Avalon Way
Anstey
Leicester
LE7 7GR

Date: 5th June 2015
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REPORT CONTROL

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Primary Author	Steve Richards	Initialled:	SVR
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Contributor		Initialled:	
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Review By	Pravin Godhania	Initialled:	PG
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1	4/06/15	Draft	PG
2	5/06/15	Issue	
3			
4			



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1 Introduction

1.1 PREAMBLE

1.1.1 This report presents the findings from a Stage 1 Road Safety Audit carried out at the request of the Davidsons Developments Ltd., on the proposed S278 works at the Barkby Road/Syston Road/Rearsby Road crossroads junction in the centre of Queniborough village. The proposed highway improvement works are associated with a new residential development off Barkby Road to the south of the village centre. The site location is shown in **Figure 1**.

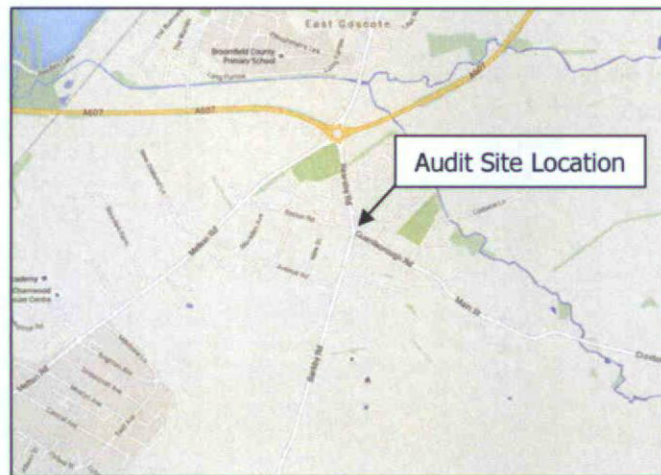


Figure 1 – Audit Location

1.1.2 The proposed works comprise of a length of localised strip widening on the Rearsby Road approach to the junction to provide a dedicated left only lane and a separate straight ahead and right turn lane. To achieve this, it is proposed to incorporate the existing footway on the eastern side of Rearsby Road into the carriageway. A new section of footway is proposed on the western side of the adjacent service road to provide a pedestrian link to the existing zebra crossing on Rearsby Road to the north of the junction.

1.1.3 The extents of the audit are as detailed on the Stirling Maynard drawing 4746/26/05. Additional information relating to vehicle swept paths was provided on Morgan Tucker drawings JN1878-NWK-SK007, 8 & 9.

1.1.4 The audit was carried out by the following:



Audit Team Leader

Steve Richards IEng FIHE MCIHT RegRSA(IHE)
Associate, WYG Leicester

Audit Team Member

Pravin Godhania BEng MCIHT MSORSA
Associate, WYG Leicester

- 1.1.5 The audit comprised of a desk-top study of the plan and documents provided, which are listed in **Appendix A**. A site visit was also carried out by the audit team on Wednesday 3rd June 2015. At the time of the site visit the weather was fine and the carriageways were dry.
- 1.1.6 The terms of reference of the review are primarily as described in HD 19/15. Reference may be made to certain design standards however this report is not intended to provide a design check.
- 1.1.7 The locations of any specific problems are referenced on the plans in **Appendix B**.



2 Road Safety Audit Findings

2.1 PROBLEM

Location: Rearsby Road Approach

Summary: Risk of collision between left turning vehicles and eastbound vehicles on Syston Road

The proposed layout for the Rearsby Road approach to the junction indicates a dedicated left turn only lane and a combined straight ahead and right turn lane. The audit team consider that there a number of safety issues associated with this proposed layout, including:

- The angle of a left turning vehicle at the give-way line is such that a driver's view to the west could be compromised by the vehicle structure or could require the driver to twist in their seat to observe oncoming vehicles. As a result an approaching vehicle, in particular a motorcycle or cycle, could be masked from view resulting in the left turning vehicle emerging into the path of the oncoming vehicle.
- The above situation could be further compromised if a vehicle, in particular a larger vehicle, is waiting to proceed in the straight ahead/right turn lane as this could potentially further mask approaching vehicles.

RECOMMENDATION

Retain the existing angle of waiting at the give-way for left turning vehicles.

2.2 PROBLEM

Location: Straight ahead vehicle movements

Summary: Risk of collision with vehicles in the left turn lane or vehicles waiting to turn right from Barkby Road

The proposed layout of the Rearsby Road approach indicates a combined straight ahead and right turn lane. However, a vehicle wishing to travel straight ahead into Barkby Road would be required to take a minor left/right stagger movement across the junction. This may result in



them being in collision with either adjacent left turning vehicles or vehicles waiting to turn right from Barkby Road.

RECOMMENDATION

Retain the existing alignment for vehicles wishing to travel south towards Barkby.

2.3 PROBLEM

Location: Re-aligned footway

Summary: The proposed footway arrangements may increase the risk of inappropriate pedestrian crossing movements across the mouth of the junction.

The proposed design requires that the existing footway on the east side of Rearsby Road is incorporated into the carriageway to provide the indicated left turn lane. To accommodate pedestrian movements it is indicated that a new section of footway would be provided on the western side of the parallel service road. This would link to the existing controlled pedestrian crossing on Rearsby Road to the north of the junction. As a result of the increased walking distance that this would entail, the risk of pedestrians walking along the north side of Syston Road choosing to cross Rearsby Road at the junction may be increased. As a result the risk of collisions between pedestrians and vehicles may be increased. As the width of the carriageway is also increased this may further increase the risk of collision between pedestrians and vehicles.

RECOMMENDATION

Retain a footway on the east side of Rearsby Road.



3 Audit Statement

3.1.1 I certify that the general terms of reference of the audit are as described in HD 19/15.

Audit Team Leader

Steve Richards IEng FIHE MCIHT RegRSA(IHE)

Associate, WYG Leicester

Signed:



Date: 5th June 2015

Review Team Member

Pravin Godhania BEng MCIHT MSORSA

Associate, WYG Leicester

WYG
Executive Park
Avalon Way
Anstey
Leicester
LE7 7GR

Tel: +44(0)116 2348000

Fax: +44(0)116 2348001

Appendix A – List of documents provided

List of Drawings and Documents Provided

Doc. No.	Doc. Date	Doc. Title
4746/26/05 Stirling Maynard	Aug 2014	Proposed Modifications of Existing Junction
JN1878-NWK-SK007	May 2015	Van/Large Car Swept Path Analysis
JN1878-NWK-SK008	May 2015	Refuse Vehicle
JN1878-NWK-SK009	May 2015	Standard Rigid Bus

Appendix B – Problem Location Plan

APPENDIX A

