

The Enderby Relief Road Enderby Blaby District



Planning Applications Supporting Statement

New Applications for Parts 3 and 4

Prepared For
The Drummond Estate
And
Inverock Limited

By

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December 2020

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1.0 Introduction and Background

Introduction

1.1 The Enderby Relief Road (ERR) would provide a continuous public highway from Mill Hill to the north of Enderby Village, via the existing Warren Park Way, via two new lengths of highway to join with existing recently constructed highway through the Leicester Commercial Park. The route would enable traffic from the north, east and south to avoid passing through Enderby crossroads and lead to reductions in traffic, noise and improvement in air quality, and reduce the impacts on the heritage and important listed buildings in the village compared with the situation in future without the route. The location of the proposed Enderby Relief Road is shown in Figure 1 and the Site Plan in Figure 2.

1.2 The potential benefits of the route were identified some years ago, and the Blaby District Core Strategy identifies the potential and while it was not a requirement of either the New Lubbethorpe Sustainable Urban Extension or Strategic Employment site that the route be constructed, the potential was investigated. The Local Plan Delivery Development Plan Document (November 2017) identifies the ERR as a route required to mitigate the effects of the Enderby Hub employment development allocated in that Plan under Policy SA3.

1.3 The existing junction of Leicester Lane and the Hall Walk/Blaby Road is already congested and constrained by listed buildings and boundary walls on three sides, which limit the scope for improvements. The route of Mill Hill, Hall Walk and the Leicester Lane has become an informal eastern bypass to the city and serves major local employers, such as Next, who have their headquarters to the north of Mill Hill, off the B582.

1.4 The Enderby Relief Road would allow continued growth of the area, and allow development of the proposed Enderby Hub site in addition to committed development at New Lubbethorpe, Castle Acres and the Everard's Meadows development. The provision of the Enderby Relief Road route would lead to reductions in traffic on Mill Hill / Hall Walk and on Leicester Lane compared with the situation without the route in place. A parallel application is being submitted for the Enderby Hub alongside this application and proposes some 106, 569 sq. m of new employment development to the east of the M1 Motorway served off Leicester Lane and St Johns. The ERR would be implemented to serve the Enderby Hub proposals.

1.5 Most of the route is either public highway or an existing farm track, with a limited length of entirely new highway partly affecting the existing Fox Covert and across land that is already consented for development at New Lubbethorpe Strategic Employment Site. The route of the Enderby Relief Road would require relocation of infrastructure associated with the management of the Enderby Warren Quarry landfill site including pumps, tanks and associated pipework, and these are proposed within a new compound on the inside line of the road and alongside the landfill area. A separate application is to be made for the relocation of the compound.

Updated Planning Applications

1.6 Planning applications for Mill Hill/Hall Walk, the central section of the route, and a reserved matters application for the section within the Lubbethorpe approval were submitted in February 2019. Following extensive consultations with the planning authority, Environment Agency and operators of the landfill SUEZ, revisions have been made to the central section and Reserved Matters (RM) applications largely to move them further out and away from the landfill area. The

application for Mill Hill remains for determination at the same time as the replacement applications, and is unchanged. The original applications for the central section and RM will be withdrawn when the replacement applications are determined. The Environmental Assessment has been updated to take account of the changes, and the D&AS amended. The position is summarised in the table below.

Table: ERR Applications

ERR Part	Application	Reference	Type	Status
1	Mill Hill	19/0178/FUL	Full	Unchanged
3	Central Section	19/0179/FUL	Full	New application
4	Lubbesthorpe SES Ph2	19/0180/RM	Reserved Matters	New application

Promoters

1.6 The Enderby Hub proposals are being promoted by The Drummond Estate¹ and Inverock Limited. The Drummond Estate are a local family trust, who are also the main landowners and promoters of the New Lubbesthorpe Sustainable Urban Extension (SUE) and the Strategic Employment Site (SES) to the western side of the M1 Motorway. The SUE development is well underway with some 500 dwellings completed and the first primary school opened. The replacement route now partly passes over land controlled by SUEZ and CASPAK, and agreements are in place to ensure delivery of the road.

Structure of this Statement

1.7 This Planning Statement is presented in five chapters as follows:

- Chapter 2 describes the **Proposed Route of the ERR**;
- Chapter 3 describes the existing **Site and Setting** along the route;
- Chapter 4 summarises the **Policy Context** for the proposals;
- Chapter 5 describes the **Consultations**; and
- Chapter 6 provides the **Summary and Conclusions**.

1.8 There are two appendices; Appendix 1 provides contact details, and Appendix 2 provides a schedule of the Planning Application Submission materials.

¹ The Drummond Estate name is shorthand for the Trustees of ERB Drummond (Deceased).

2.0 The ERR Route and the Applications

Introduction

2.1 The Enderby Relief Road comprises four main sections - part existing highway and part new. The route from west to east comprises: an improved junction at Mill Hill; the existing Warren Park Way; a new route on Harold's Lane and to the north; a new route across Phase 2 of the New Lubbesthorpe Strategic Employment Site (SES); and, then the existing link completed as part of Phase One of the SES to Leicester Lane. The ERR central sections (Parts 2 and 3) are shown in Figure 3.

The Applications

2.2 Three planning applications are proposed to deliver the new sections, as follows:

Part 1: Mill Hill - Warren Park Way - Full Planning Application (submitted)

2.3 A full planning application is already submitted for the highway works to reconstruct the junction from a priority junction to a signalised T-junction, with a priority towards Warren Park Way. This proposes new signals and widening of the radius of the Warren Park Way junction, which also necessitates the relocation of the footways to the east into the existing verge and woodlands along that edge. Most the works are within the public highway, with the footway extensions within the Drummond Estate ownership. The form of the new junction is shown in Figure 3 Mill Hill Proposals, which also shows the Drummond Estate ownership. The current application remains for determination.

Part 3: Harolds Lane and North - Full Planning Application (new submission)

2.4 A new full planning application for a new highway route involving new carriageway, footway/cycleway with verges partly along the alignment of the existing Harolds Lane farm track, and partly on a new alignment to the north of the lane, continuing from the current end of Warren Park Way. This route would join a new section of highway to the east at SES Phase 2. The existing footpaths would be closed on the south side and relocated to the north side, with a crossing of the route at the proposed roundabout junction (see below). The footway is provided only on the north side of the carriageway with no public access to the south side. The route alignment necessitates relocation of infrastructure associated with the management of the Enderby Warren Quarry Landfill site including pumps, tanks and pipework, and new fencing. The sub-station would remain on the north side. New equipment would be in place prior to closure/decommissioning of the existing equipment to allow a seamless transfer across without any issues. The route passes through part of the Fox Covert woodlands and measures are proposed to compensate for the loss with new biodiverse woodland and other planting to the north on land owned by the Drummond Estate. This is described further in the D&AS.

Part 4: SES Phase 2 - Reserved Matters Application (new submission)

2.5 This section would continue Part 2 to connect to the existing length of highway through the SES Phase 1. This section forms a Reserved Matters Application, as this part of the site has outline planning permission under the New Lubbesthorpe permission (11/0100/1/OX). The route would form a new roundabout junction and connecting legs to the south and west, with short legs to the east and north. The northern link would continue as the M69 link into the New Lubbesthorpe SUE.

The route would include footways and repositioning of the existing bridleway, with a bridleway crossing of the main route, with fencing/rails. The route would drain to an attenuation pond. The carriageway would connect seamlessly with the new carriageway to the west and the existing carriageway to the south. The existing telecoms mast, which is adjacent to the route alignment, can be retained, and would be accessed via the farm track and a new turning head is provided for. Part 2 Harold's Lane section and Part 3 SES Phase 2 section are both shown in Figure 3.

Other Sections

Warren Park Way (Part 2)

2.6 The route also requires Traffic Regulation Orders (TROs) on the existing length of Warren Park Way to ensure that cars and trucks are not parked along the route restricting the free-flow of traffic. These measures would be implemented directly by the County Council as highway authority. The existing cars and trucks parked along the route are mostly casual employee or visitor parking. The existing businesses within the Warrens Business Park have employee and visitor parking provided on-site and therefore the removal of the on-street parking should not affect businesses in the area. Large sections of Warren Park Way are already restricted with double yellow lines.

SES Phase One and Leicester Lane (Parts 5 and 6)

2.7 This length of highway has already been constructed to serve the Phase 1 of the SES (now called the 'The Leicester Commercial Park'). The junction with Leicester Lane has been implemented as a signalised T-junction with pedestrian crossings, and improvements have been made to the junction of the B4114 and Leicester Lane to incorporate a south turning movement. No additional improvements are necessary to this section to accommodate the Enderby Relief Road, although improvements may be required to the junction of the B4114/Leicester Lane as part of the Enderby Hub proposals, and those are being reviewed as part of that application.

3.0 The Site and Setting

Introduction

3.1 The key features of the route are summarised below, following the route from east to west. This section should be read in conjunction with the Design and Access Statement (D&AS) which provides photos and plans of the existing and proposed route.

3.2 The Environmental Statement that accompanies the application for the central (Harold's Lane and north) section, identifies the existing environmental issues, impacts and mitigation associated with this section of the route. The Environmental Statement for New Lubbesthorpe considers the Strategic Employment Site and identifies that there are no major constraints to development that cannot be mitigated for.

Mill Hill

3.3 Mill Hill is an existing busy junction with traffic passing along the B582 and turning into the Warrens Business Park and Granite Way industrial area. The junction is a priority T-junction with a ghost lane for waiting traffic from the south to Warren Park Way and north to Granite Way. The junction is flanked with industrial development to the west and north, and remnant woodlands from previous (now extinguished) quarrying operations, which has naturally regenerated with scrub woodlands. There is a large stone abutment remaining from an elevated rail line to the east of the junction on the northern edge of the woodlands. The woodlands and the former workings are not protected through any designations.

Warren Park Way

3.4 Warren Park Way is an adopted 6m wide carriageway with verges and footways to each side, and runs for about 500m through the business park. It has two service roads that connect to the north and south, and these routes serve the industrial and office premises along the road. There is no direct frontage access to individual businesses from the road, with all access from these side roads. The first 150m of the highway closest to Mill Hill has double yellow line parking restrictions on each side of the road, which are carried along the south side for another 200m. Much of the unrestricted length of the road, especially the western sections, often has casual car and truck parking along it during the working day. The end of the road is marked with concrete bollards where it continues to join with the unsurfaced Harolds Lane to the east. Again, there are no designations affecting the route.

Harolds Lane area

3.5 Warren Park Way continues for a short length before it joins with the continuation of Harold's Lane. The short continuation is rough surfaced but unmaintained and continues to the SUEZ compound and landfill site. At that point, the route joins with Harolds Lane, which runs to the south west as a footpath and narrow track to Hall Walk, but widens to a farm track of approximately 6m width to continue to Warren Farm and the cottages beyond. The farm track is unsurfaced and comprises of compacted materials including gravel and building rubble and other hard materials. The route drains naturally without any managed system. There is an access to the SUEZ plant to the north, and to Warren Farm to the south, and to the landfill site to the south, which is for most of its length alongside the route, defined by a rendered stone wall. Existing footpath W25 runs alongside Harolds Lane and then along the woodland section of Harolds Lane. To the north is an unmanaged, plantation woodland called Fox Covert, which has a blanket Tree Preservation Order across it. The

ERR is routed through the southern part of the wood, and replanting is proposed to the north of the wood. The woodland is also a potential Local Wildlife Site (pLWS), although the ecological assessment has concluded it does not qualify as a LWS. The woodland has unmanaged scrub along its southern edge. A pumping station is located within the woodland and a footpath runs between the western edge of the woodland and the SUEZ compound and is waymarked. There is a telecoms mast on the route which can remain.

Warren Farm area

3.6 Harold's Lane continues to the east to Warren Farm, and then to the single Keeper's Cottage and the semi-detached Warren Cottages. The track is unsurfaced and passes between the Fox Covert woodland and woodland to the west of the farmyard. The ERR route continues to the north and east of Harold's Lane through a pasture field marked by a Spinney to the north, which is alongside a small watercourse, and defined to the east by the existing line of the bridleway (W118). There are arable fields to the east and north, as far as the M69 and M1 Motorways respectively. An archaeological trial trenching investigation was undertaken in 2018 across this area which found some features in four of the sixteen trenches including gullies, ditches and a pit. Pottery finds on the site from 1st and 2nd Century indicate that there may be a settlement core somewhere within this area. There are no other major constraints to construction of the ERR through this area.

SES Phase One

3.7 The spine road through the SES Phase 1 was completed in 2018 and serves the two logistics warehouses that have been constructed on the site. The route is 10m wide and includes 'ghost' right turning lanes for turning vehicles. There are landscaped verges to the east and a planted embankment screen to the west, to screen the route from Enderby Hall and the remnant parkland (which is also part of the New Lubbesthorpe area). The junction with Leicester Lane was completed by the County Council in 2017 and provides a signal controlled T-junction access into the site, with crossings. Bus stops are located at the junction, with the footways widened as far as the bus stops. In addition, the junction of Leicester Lane and the B4114 was also improved as part of the New Lubbesthorpe proposals to provide a right, south-bound turning movement.

Leicester Lane

3.8 Leicester Lane is a busy country lane that connects the B582 at Enderby to the B4114. It is generally 6m wide with a footway on the northern side and the route widens to provide access to Smith Way and Grove Park, and the Enderby Park and Ride site to the east of the M1 Motorway, with a north-bound filter lane to access the B4114. The lane passes alongside Enderby Park which is to the north and the road is contained by stone park walls to Enderby Hall and St John's Parish Church and cemetery, with substantial mature trees to both sides to the south as Leicester Lane approaches Enderby village, which constrains any potential to widen the route. Potential exists to traffic calm Leicester Lane as part of the Enderby Hub proposals to reduce the amount of traffic choosing to use the route, and pass through the village.

4.0 Policy Context

Introduction

4.1 The provision of the Enderby Relief Road is provided for within the adopted Development Plan for Blaby District under Policy SA3 of the Local Plan Part 2 DPD, 2019. The local policy context is summarised below.

Development Plan

The Blaby District Core Strategy Local Plan, February 2013

4.2 The Blaby District Council Core Strategy Local Plan was adopted in 2013. There are no specific policies relating to the Relief Road or Enderby Hub in the adopted Core Strategy Local Plan, although the prospect of the relief road is mentioned in the supporting text to Policy CS4- Strategic Employment Site (pages 38-40), where it states the following at paragraph 7.4.5:

A link road from the Warrens Business Park to Leicester Lane Enderby (through the SES) has the potential to result in transportation benefits by removing traffic from congested routes in Enderby. Leicestershire County Council is exploring a range of transportation measures in the Enderby area. The Council will explore the opportunity to provide a link road in conjunction with the development of the SES and will discuss the potential for such a link with the developers and Leicestershire County Council.

4.3 The provision of the Relief Road was not a requirement or necessary to provide for either the New Lubbethorpe Sustainable Urban Extension (Under Policy CS3) or the Strategic Employment Site (Policy CS4), although the potential benefits were recognised. Since this time, the landowner/promoter of the SUS and SES - The Drummond Estate, has explored ways to deliver the Enderby Relief Road, (who are also the principal promoters of the ERR and Hub).

The Blaby District Local Plan Delivery Development Plan Document, 2019.

4.4 This document represents 'Part 2' of the Core Strategy Local Plan and seeks to provide for site specific allocations for both housing and employment uses, amongst other development management policies and proposals.

4.5 The Delivery DPD allocates the land at Enderby for employment development at Policy SA3. Policy SA3 is reproduced below.

SITE ALLOCATIONS POLICY SA3 Employment Site Allocation

Land West of St Johns, Enderby, as set out on the Policies Map, will be allocated for employment uses (approx. 33 hectares gross).

The development will meet the following requirements:

Mix of uses

a)The site shall be primarily for B8 (storage and distribution) uses. Ancillary uses and B1 (b and c) and B2 uses will be allowed where it can be demonstrated that any adverse transport impacts can be mitigated. Planning applications for B1(a) office uses of 2,500 square metres or more shall be subject to a sequential test and accompanied by an impact assessment in line with policy CS6.

Transport

b) Transport infrastructure improvements will be required to mitigate the impact of the proposed development on the local and wider road network.

c) A transportation strategy will be prepared in advance of the determination of any planning application. The timing of the delivery of transport infrastructure will be determined through an agreed phasing plan. The transport impacts assessed and any phased mitigation will identify the cumulative impacts of the proposal with other developments close to junction 21 of the M1 including: Lubbethorpe Sustainable Urban Extension and Strategic Employment Site, Castle Acres retail development and Everards Meadows.

Highway improvements

d) A comprehensive package of transport improvements informed by a robust transport assessment will be required. The improvements should include:

- i. Improvements to junction and link capacity in Enderby Village Centre (including opportunities to complete the Enderby by-pass linking the B582 at Enderby to Leicester Lane via Warren Park Way and Leicester Lane Strategic Employment Site);
- ii. Improvements to junctions and links on the B4114 / B582
- iii. improved capacity at junction 21 of the M1 if necessary;
- iv. Improvements to junctions on the A563 (Lubbethorpe Way) and B5460; and
- v. provision of a signal controlled junction at the access to the site on Leicester Lane

Sustainable transport measures

e) The proposed employment development will be designed to incorporate:

- i. Segregated cycling and pedestrian links. The design of the proposal will link with existing cycle routes on St Johns, Leicester Lane and the B582.
- ii. Measures that seek to achieve a modal shift away from private car use including provision of a Travel Plan for employees which includes measures to encourage the use of more sustainable transport; and
- iii. Potential to encourage employees to use local bus services. Where insufficient capacity exists in local bus services financial contributions will be required.

Heritage

f) The design and layout of any proposal will seek to minimise any impact on designated and non-designated heritage assets. In particular, the design and layout of the site shall seek to retain the integrity of the alignment of the Fosse Way Roman Road by avoiding development (other than necessary access infrastructure) along its length. Opportunities to provide 'interpretation' and increase awareness of the asset will be encouraged.

g) Archaeological evaluation shall be undertaken in accordance with a scheme to be agreed with the County Archaeologist prior to determination so that the design and layout can respond to the importance of any associated features with the line of the Roman Road. Finds shall be treated in a manner proportionate to their significance.

Biodiversity

h) Detailed proposals shall respect the integrity of important habitats and species and demonstrate that the impacts of development on these matters of importance are satisfactorily mitigated. Design solutions will include planting trees and hedgerows to enhance the wildlife corridors along the Fosse Way and western boundary.

Landscape

i) The strategic landscaping shall be identified on the masterplan accompanying the planning application.

j) Existing important hedgerows and tree belts on the site boundaries shall be retained where possible and a landscape buffer provided to the eastern and southern boundaries of the site. The submitted masterplan shall clearly provide a landscape structure to the site and identify where additional planting will be included to mitigate any adverse impacts and soften and screen built development.

Surface Water

k) New development shall avoid areas of built development in areas that are prone to flooding. Measures to address and regulate surface water drainage including Sustainable Drainage Systems will be required.

Masterplan

l) A masterplan shall be prepared and agreed in advance of, or as part of, submission of a planning application for the allocation. The masterplan will set out in detail: the proposed access points and road structure; the protected area on and adjacent to the Fosse Way Roman Road; important environmental features to be retained (trees, hedges, ponds etc.); new areas of planting and landscaping; design principles including scale, materials, design concept and architectural parameters.

m) Planning permission will not normally be granted until a comprehensive masterplan has been completed to the satisfaction of the Local Planning Authority.

Phasing and delivery plan

n) A phasing and delivery plan shall be prepared and agreed in advance of, or as part of, submission of a planning application for the allocation. The phasing and delivery plan will set out in detail the timescale for delivery of key infrastructure including transport improvements. The delivery plan will indicate how transport mitigation will be co-ordinated with that proposed as part of the approved Lubbethorpe Sustainable Urban Extension and other approved commercial developments in the vicinity of Junction 21 including Castle Acres, Everards Meadows and the Leicester Lane Strategic Employment Site.

4.6 The supporting text states at paragraph 3.38,

Transport improvement measures will be required in order to mitigate the impact of the site. Measures include improved junction and link capacity in the vicinity of junction 21 of the M1. In addition, improvements are required in order to address congestion and capacity issues in the centre of Enderby. A link road from the Warrens Business Park to Leicester Lane, Enderby (through the approved Strategic Employment Site off Leicester Lane) would result in transport and air quality benefits by removing traffic from congested routes and the busy junction at Leicester Lane and Blaby Road. (our underlining)

4.7 In summary, provision of the ERR is recognised in the Policy SA3 (as amended) which identifies the range of highways improvements that will be necessary to serve the Enderby Hub Employment allocation.

5.0 Route Assessment

Introduction

5.1 The proposed route of the ERR is largely unconstrained by existing physical constraints or policy/protective designations. The central section of the route on Harold's Lane is the subject of an Environmental Assessment that considers the impacts of the route and should be referred to for the details of the impacts and the proposed mitigation. The route is proposed to pass through part of the Fox Covert woodland, which is subject to a TPO and is a potential LWS, but this is unavoidable to minimise risks from the adjacent landfill. The length of the route through the SES Phase 2 was the subject to a separate Environmental Assessment undertaken in 2013 in support of the New Lubbesthorpe proposals for which this stretch of road forms part, although the detailed alignment is varied from that illustrated in the planning application. Much of the remainder of the route is already formed of existing and recently completed highway and no additional significant impacts are expected on those stretches of the existing highway.

Environmental Assessment Summary

5.2 In summary, in terms of the impacts of the route, the following conclusions have been reached.

- Construction impacts are minor adverse and short term, and the distance from sensitive receptors means the impacts are minor adverse at worst; mitigation includes removal of nearby sensitive receptors;
- There are no nationally or regionally designated sites of ecological significance affected by the route proposals;
- The Enderby Warren Quarry Site of Special Scientific Interest is designated for its geological significance but is buried within the landfill and would not be affected by the road construction or operation; a specific assessment on the SSSI has been undertaken;
- There are some impacts on significant and rare botanical interest in the loss of the rare *spotted meddick* plant judged to be a major effect of local significance, although this is limited in extent and can be compensated for by additional new planting.
- The impacts on the archaeological resource is not likely to be significant and trial trenching surveys of the SES Phase 2 area revealed few finds but surveys suggest there may be further archaeology within the local area, and that would be surveyed prior to or during the implementation of the proposals;
- The Fox Covert plantation woodland has a blanket TPO across it and is a pLWS, and is affected with the loss of some of the southern edge of the woodland; this is compensated for by significant proposed new planting to the north and west of the woodland to be planted and managed for its biodiversity value, and better management of the existing woodlands;
- The impact of increased noise on sensitive receptors is negligible and the reduction in noise along Hall Walk and Leicester Lane is significant and positive with the ERR in place;

- The increase in traffic along the route is expected as the route is currently a dead-end, but benefits would arise on Hall Walk and Leicester Lane as traffic is diverted compared with the position without the ERR, leading to a significant and positive effect;
- Similarly, the redirection of through-traffic including HGVs would lead to improvements in air quality on Hall Walk and Leicester Lane compared with the position without the ERR;
- The impacts on listed buildings would also be less with the ERR in place compared with the situation with development and without the ERR;
- There are impacts on the footpaths within the area, but no footpath or bridleway is lost and minor re-routings are necessary, but the routes are maintained to be safe and direct. A new bridleway crossing is proposed across the route of the ERR;
- There are no impacts to ground conditions identified from the works with the effect being negligible;
- Infrastructure serving the Enderby Warren Quarry Landfill would need to be relocated within a new compound. The extent of these works has been assessed and discussed with the main site operators SUEZ. The works can be implemented easily and operations transferred to replacement infrastructure without major disruption;
- Change would clearly occur in terms of the landscape and views, but the area is largely an existing urban area influenced by development and busy roads, with new development proposed close by or has recently been completed. The effect of new road construction is assessed as minor adverse on the landscape.

5.3 The construction and operation of the Enderby Relief Road is assessed as not giving rise to significant adverse effects. Indeed, as a result of the Enderby Relief Road construction, there are likely to be significant benefits arising to the local environment within Enderby on Leicester Lane and Hall Walk / Mill Hill in terms of reductions in traffic (and therefore severance) noise, vibration and air pollution, and benefits to the cultural heritage of listed buildings and the Conservation Area resulting from reductions in traffic levels through the village compared with the situation with development and without the Enderby Relief Road.

6.0 Benefits of the Route

Benefits

6.1 The Enderby Relief Road would give rise to significant benefits for the local area. The main benefits of the route include:

- Traffic diversion from Enderby. The reduction in traffic with full development of New Lubbesthorpe, Enderby Hub and committed development in the local area would be up to around 54% in Enderby compared to the situation without the route;
- The ERR allows development of major new employment development at the Enderby Hub, which would provide around 1m sq. ft. of new employment development and a training centre, employing over 2,000 people and representing a major strategic employment investment (estimated at some £90m) for the district and sub-region;
- The route may also facilitate earlier development of Phase 2 of the SES which has planning permission, as the ERR provides a new route into the site, and this opportunity would need to be tested further;
- The route provides a continuous vehicle, cycle and pedestrian access, and potentially public transport access, to the existing employment sites at Phase 1 of the SES, which was recently completed;
- The route would ensure the free-flowing movement of vehicles by rationalising informal on-street car and truck parking along Warren Park Way and improve the access to existing units at Warrens Business Park;
- The route represents an investment of some £5m and creates temporary construction jobs, and facilitates some 2,000 permanent full time equivalent jobs within new employment sites that the route benefits; and
- The route also benefits new development at Castle Acres and at Everards Meadows, which have recently been approved with construction now underway or complete.

7.0 Consultations

Introduction

7.1 The proposals for the Enderby Relief Road and the Enderby Hub have been prepared over the last three years and consultations have been held with the authorities, parish councils, adjacent landowners and other stakeholders over that time. The main consultation activities include:

- Regular and ongoing consultations with the local planning authority including presentations and pre-application meetings and briefings;
- Specific meetings with the County Council as highway authority on the route options and alignments, and confirmation of the preferred alignment for the ERR;
- Consultations with the authority and key statutory consultees through the Environmental Assessment process, including informal agreement of the scope of the EIA;
- Meetings with local landowners to discuss the ERR and Hub proposals;
- Meetings with SUEZ on the specific requirements for the accommodation of the route and assessment of impacts on the landfill management infrastructure;
- Presentations and Question and Answer meetings with both Enderby Parish Council and Narborough Parish Council at the inception of the project in 2017 and in February 2019 to present the first submission proposals;
- Preparation and launching of a website for the ERR and Hub proposals which was made live in February 2019. The website has a facility to receive consultation responses by email. The website can be viewed here: www.enderbyhub.co.uk; and
- Preparation of a brochure and fact sheet for the ERR and Hub proposals which has been circulated to key stakeholders and interested parties.

Key Issues Arising through Consultation

7.2 The key issues arising through the consultation process and our response to those issues is summarised in the Table below. This deals specifically with the ERR and issues with the Hub proposals are dealt with separately in the Planning Application Supporting Statement to that application. If additional issues arise outside of the formal consultation on the planning applications, we will inform the local authority of the issues and our response.

Table : Key Consultation Issues - Enderby Relief Road

No.	Consultation Issue	Response by Applicant
1	Won't the ERR give rise to additional traffic through the local area, by making the route more attractive for HGVs?	The Transport Assessment demonstrates that the ERR would redirect traffic that would otherwise use the existing Mill Hill, Hall Walk, B582 and Leicester Lane route along the ERR. The reductions in traffic along those routes compared with the situation without the ERR are significant and up to 31.% for instance on Hall Walk and 47% on Leicester Lane. The traffic reductions will also allow reductions in noise and vibration, improvements in air quality and reduce the impact on the Conservation Area and listed buildings in the village compared with the situation without the ERR.
2	Won't the ERR disrupt businesses on the Warrens Business Park?	The ERR will lead to an increase in vehicles using Warren Park Way as the route will change from a 'dead-end' to a through-route. In order to ensure a free-flow of traffic along the route, then restrictions on car and HGV parking would need to be extended along the full length of the route. The existing businesses have off-street parking provided so the level of disruption will be minimal. Measures to extend the parking restrictions will be implemented by Leicestershire County Council as highway authority.
3	Would new traffic lights at Mill Hill delay movements into and out of the village?	The proposed signal controlled junction at Mill Hill is designed to dissuade drivers from making through-movements through Enderby village and the signals will be timed to favour the route to Warren Park Way and the ERR. The timings will be set to not inconvenience residents but are an important part of the strategy to limit traffic through the village and encourage use of the ERR.
4	What measures are proposed for Leicester Lane, will the lane be closed or restricted? Won't this affect access to the village and shops?	Leicester Lane is a rural road (60mph) that connects Enderby to the B4114, and a major arterial route into and out of the city. The lane has become part of an informal ring road to the urban area, along with the B582/Blaby Road, passing through the centre of Enderby. With the already significant committed development, this situation will become worse. While the ERR proposals do not specifically require measures to Leicester Lane, some level of traffic calming could be considered by the highway authority to further reduce through-movements, especially from the south along Blaby Road, and to reduce west-bound traffic on Leicester Lane beyond the junction with the ERR. These measures are to be considered by the highways authority.
5	Why can't the ERR be built without the Hub?	The Hub is allocated in the Blaby DC Delivery DPD. The Hub meets the need for new employment development for the district. The Hub proposals are entirely consistent with the policy in the Delivery Plan. The ERR will help serve the Hub and provide more general traffic relief for Enderby village. There is not a requirement for the ERR for the other committed schemes, only if the Hub is developed.
6	Doesn't the road disrupt the landfill operation	The existing landfill site is managed by SUEZ who have a compound to the north of Harolds Lane and manage the tip to the south. Infrastructure currently crosses Harolds Lane and infrastructure will need to be relocated to allow for the route, and a new compound is proposed on the inside of the ERR line and adjacent to the landfill site. Discussions are underway with SUEZ to facilitate this. Sufficient land exists to build the ERR to adoptable standards.
7	Are features of conservation value affected?	The route would impact the southern part Fox Covert woodland, which is subject to a blanket Tree Preservation Order and is a potential LWS. The area affected includes land that is scrubby and unmanaged. Some tree removals will also be necessary. Extensive new woodland planting is proposed to the north of the Fox Covert to compensate for the loss. There is also a plant of national botanical interest alongside the road which would be affected but its loss can be mitigated for through new replacement planting.
8	To what extent are there benefits from the route	The ERR would reduce traffic through Enderby and lead to reductions in noise and vibration, and improvements in air quality and reduce impacts on the conservation area and listed buildings in the village with less traffic and also improve the pedestrian environment over that which would exist without the ERR. It would also facilitate and could accelerate provision of new employment and housing within the local area to meet local needs, creating new jobs and new homes.

9	Who would implement the route and who is paying for the construction?	The route would be built by the promoters and landowners - The Drummond Estate with their partners Inverock Limited, and the scheme would be funded by them.
10	When would the route be constructed and when would it open fully?	We anticipate that the application for the ERR can be determined by Spring 2021 and implementation begin during 2021 and be completed in 2022.

8.0 Summary and Conclusions

Summary

8.1 The Enderby Relief Road is proposed to provide a continuous public highway from Mill Hill to the north of Enderby village, via Warren Park Way and two new stretches of road to join the existing spine road through the Strategic Employment Site to Leicester Lane; in all a distance of 1,750m end to end, with 640m of new road construction. The route includes footways/cycle ways and pedestrian crossings and a bridleway crossing. New planning applications with a revised route are submitted for the central section. The applicants are The Drummond Estate and Inverock Limited.

8.2 The Enderby Hub is allocated for employment uses in the Blaby DC Delivery DPD 2019, which forms Part 2 of the Local Plan, under Policy SA3. The Policy allocates a site of approximately 33 hectares for employment uses east of the M1 Motorway, and identifies the potential opportunities to complete the 'Enderby by-pass' under part d) i. of the Policy.

8.3 There are some environmental impacts associated with the route. The route passes through part of the existing woodland at Fox Covert, which is subject to a blanket TPO and there are some impacts on botanical interest in the current verge, which can be mitigated for. Major new planting to compensate for the loss is proposed to the north of the Fox Covert, which would be managed for its wildlife potential. Further archaeological investigations may be necessary on land within the SES Phase 2 to fully mitigate for any potential impacts. A new compound and gas management infrastructure would be required to replace the existing compound, and a separate planning application will be submitted for the new compound and alterations to the existing compound.

8.4 There are benefits arising from the redirection of traffic, including (especially) HGV vehicles away from Enderby crossroads, including traffic, noise and vibration reductions, improvements in air quality, improvements in the pedestrian environment and less impacts on listed buildings than would otherwise be the case without the ERR. The level of traffic with the ERR and Hub developed would be less than without, allowing for committed developments at New Lubbesthorpe, Castle Acres and Everards Meadows.

8.5 As well as the environmental benefits of the route, the ERR would facilitate delivery of the allocated Enderby Hub employment site, and could accelerate delivery of the SES Phase 2 for further employment development. The ERR also supports development at Castle Acres and Everards Meadows, and may help accelerate speedier delivery of other employment, new homes and other uses at New Lubbesthorpe and elsewhere.

Conclusions

8.6 The ERR has been carefully evaluated and the selected route derives from over three years of technical evaluation and assessment of alternative options. The proposed route represents the optimum alignment that minimises the environmental impacts, especially impacts on the sensitive landfill, and delivers transport improvements.

8.7 The proposals are consistent with the policy framework and would help support growth of the district and wider urban area, while also protecting the environment, and for these reasons we consider the proposals should be approved.

Figure 1: Site Location (both applications)

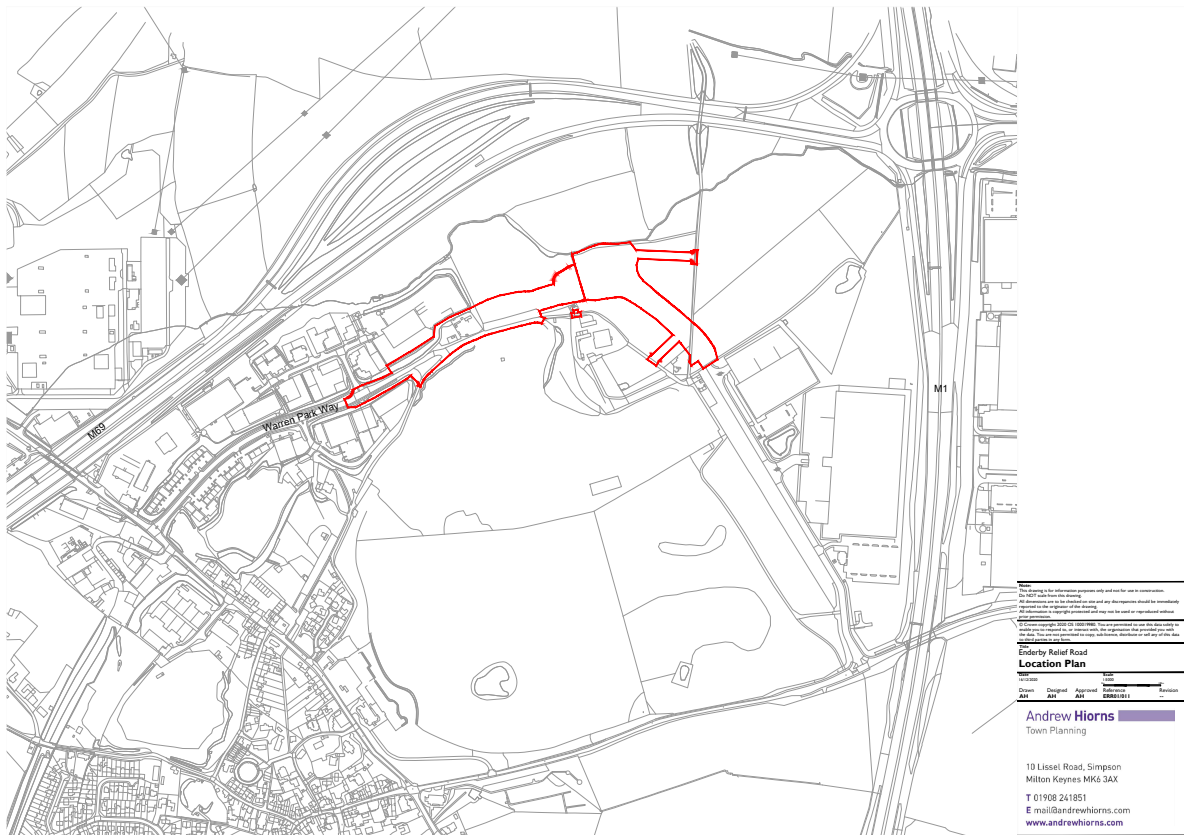


Figure 2: Site Plan (both applications)



Appendix 1 List of Contacts

All requests for further information should be directed in the first instance to the planning application agent below.

Applicants

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Appendix 2

Planning Applications Submissions

Application 1 (Part 1) – Full Application Mill Hill Junction (no changes)

Planning Application Forms and Certificates
Cheque for planning fee
Ecological Assessment
Transport Assessment

Drawings:

Warren Park Way/B582 Junction Improvements	JNY8838-08 Rev H
Warren Park Way/B582 Swept Paths	JNY8838-09 Rev E

Application 2 (Part 3)– Full Application Enderby Relief Road (Central Section) – (New Application December 2020)

Planning Application Forms and Certificates
Cheque for Planning Fee
Design and Access Statement
Environmental Statement
Transport Assessment

Drawings:

Proposed Drainage Strategy	ERR-BWB-HDG-8B-DR-D-500_Highway Drainage Strategy_S8-P2
Highway Drainage Long Sections	ERR-BWB-HDG-8B-DR-D-520_Highway Drainage Longsections_S8-P1
Highway General Arrangement	ERR-BWB-HGN-BB-DR-D-100_Highway General Arrangement_S8-P4
Public Rights of Way	ERR-BWB-HGN-BB-DR-D-101_Public Rights of Way_S8-P2
Illustrative Cross Sections	ERR-BWB-HGN-BB-DR-D-130_Illustrative Cross Sections_S8-P1
Illustrative Horizontal Design Strings	ERR-BWB-HDG-BB-DR-D-130-200 Illustrative Horizontal Design Strings_S8-P2
Illustrative Long Sections and Typical Sections	ERR-BWB-HDT-BB=DR-D-130-650_Illustrative Longsections and Typical Sections_S8-P1
Traffic Regulation Order Plan 1 of 2	ERR-BWB-HMK-8B-DR_D-1203_TRO Plan_S8-P2
Traffic Regulation Order Plan 2 of 2	ERR-BWB-HMK-8B-DR-D1204_TRO Plan_S8-P2

Application 3 (Part 4) – Reserved Matters Strategic Employment Site Phase 2 – (New Application December 2020)

Planning Application Forms and Certificates
Cheque for Planning Fee
Transport Assessment
Archaeology Report 2018-086

Drawings

Proposed Drainage Strategy	ERR-BWB-HDG-8B-DR-D-500_Highway Drainage Strategy_S8-P2
Highway Drainage Long Sections	ERR-BWB-HDG-8B-DR-D-520_Highway Drainage Longsections_S8-P1
Highway General Arrangement	ERR-BWB-HGN-BB-DR-D-100_Highway General Arrangement_S8-P4
Public Rights of Way	ERR-BWB-HGN-BB-DR-D-101_Public Rights of Way_S8-P2

Illustrative Cross Sections	ERR-BWB-HGN-BB-DR-D-130_Illustrative Cross Sections_S8-P1
Illustrative Horizontal Design Strings	ERR-BWB-HDG-BB-DR-D-130-200 Illustrative Horizontal Design Strings_S8-P2
Illustrative Long Sections and Typical Sections	ERR-BWB-HDT-BB=DR-D-130-650_Illustrative Longsections and Typical Sections_S8-P1
Traffic Regulation Order Plan 1 of 2	ERR-BWB-HMK-8B-DR_D-1203_TRO Plan_S8-P2
Traffic Regulation Order Plan 2 of 2	ERR-BWB-HMK-8B-DR-D1204_TRO Plan_S8-P2