



Enderby Relief Road
Blaby, Leicestershire

Design and Access Statement

Prepared for
The Drummond Estate
And
Inverock Limited

December 2020

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1.0 Introduction and Background

1.1 Introduction

This Design and Access Statement (D&AS) revises and updates the previous proposals for the central and eastern sections (Parts 3 and 4) of the Enderby Relief Road (ERR) submitted in February 2019 (planning application references 19/0179/FUL and 19/0180/RM). New applications are now made for these two sections of the ERR. The D&AS has been revised to reflect the changes to the alignment of the ERR and relocation of the compound to the inside of the road line and adjacent to the Enderby Warren landfill site. The proposals for Mill Hill (Part 1) (planning application reference 19/0178/FUL) remain unaltered. The current applications for the central and eastern sections are to remain 'live' until the new applications are approved, at which point they will be withdrawn.

1.2 Background to the Enderby Relief Road

The Enderby Relief Road will provide a continuous public road from Mill Hill at Enderby to Leicester Lane some 1.7 km to the south, and allow traffic to bypass the congested crossroads at the B482 /Hall Walk/Blaby Road with Leicester Lane and avoid the centre of Enderby village.

The route comprises five sections and will involve both modifications to the existing road system and new road construction to complete the route. Some sections of the route are already in place including at the southern end, where the route joins with Leicester Lane, and this section will remain unchanged. Part of the route also follows Warren Park Way, an existing industrial estate access road. Two new lengths of road are proposed to join these sections together.

The route will reduce traffic within the historic centre of Enderby Village over that which is projected to occur with the consented development of New Lubbesthorpe, Castle Acres and Everards Meadows and background growth, and would see a reduction of up to around 54% in traffic movements with the addition of the proposed Enderby Hub Logistics development. The location of the Enderby Relief Road is shown in **Figure 1: Location in Blaby and Leicester**.

The Enderby Relief Road would be brought forward alongside the Enderby Logistics Hub development. The Relief Road would be completed in a single phase. The Enderby Hub proposes some 106,500 sq. m of new Class B8 logistics development with a Logistics Training and Education Centre on a site of approximately 33 hectares off Leicester Lane and St. Johns. The Hub forms a separate parallel planning application (planning application reference: 2019/0156/OUT).

The proposed route is either entirely within the existing public highway or across land owned or under an agreement with the promoters. The route affects the existing compound operated by SUEZ and Infinis alongside the Enderby Warren Landfill Site, and proposals are made to relocate the compound to the inside the line of the ERR and alongside the landfill site.

This arrangement has been agreed with SUEZ, the landfill operator. The proposals for the relocation of the compound and the equipment are described in Chapter 9.0 of this D&AS. The compound proposals are the subject of a separate planning application to the County Council as waste planning authority and will be made in the near future.

The route also serves to provide access to the New Lubbesthorpe Strategic Employment Site (SES) Phase 2. The road would be developed in advance of buildings and other infrastructure across the Phase 2 area. The Design and Access Statement provides an outline Development Framework to show how the Phase 2 land can be brought forward to relate to the proposed road, and to demonstrate that the proposed route alignment and connections allow good quality sites for a mix of future employment uses on the site. The ERR provides for the planned route connection across the M69 in due course, to the new community now being established at New Lubbesthorpe.

The road is designed to adoptable standards and the intention is that when complete, the new sections would be offered for adoption by Leicestershire County Council as highway authority.

1.3 Development Context

The Enderby Relief Road will help divert traffic around the village of Enderby and is required to serve the development of the Enderby Hub site. The route may also enable Phase 2 of the Strategic Employment Site to be developed earlier than anticipated and this is to be assessed further. The route also provides the internal infrastructure to serve Phase 2 of the SES and provides the basis for the proposed M69 link, which connects New Lubbesthorpe new community in the north to the SES and the wider road network. Other committed growth such as Castle Acres Shopping Centre at Fosse Park and the Everards Meadows developments benefit from the route. **Figure 2: Development Context**, shows the location of these various developments.

1.4 Route Options

The Enderby Relief Road proposals have been drawn up over a 5-year period and have involved the evaluation of several detailed route options to ensure the proposed alignment is technically feasible and acceptable. Pre-application formal and informal consultations have been held with Blaby District Council as planning authority and Leicestershire County Council as highways authority, the Environment Agency and with the landfill site operators SUEZ and Infinis. This has led to revisions to move the route further away from the landfill and therefore reduce the environmental risk compared with previous options. The proposed route is considered to be the optimum route to accommodate the ERR within the permitted design standards and allow the continued, safe operation of the landfill site.

1.5 Promoters

The proposal is made by The Drummond Estate and Inverock Limited. The joint promoters are also promoting the Enderby Logistics Hub.

1.6 Other Submissions

The Design and Access Statement should be read in conjunction with the other submissions made with the planning applications including the Planning Application Supporting Statement (and the Environmental Statement (ES)) and the various technical studies appended to the ES, and the Transport Assessment that considers the effect of the whole route when in place.

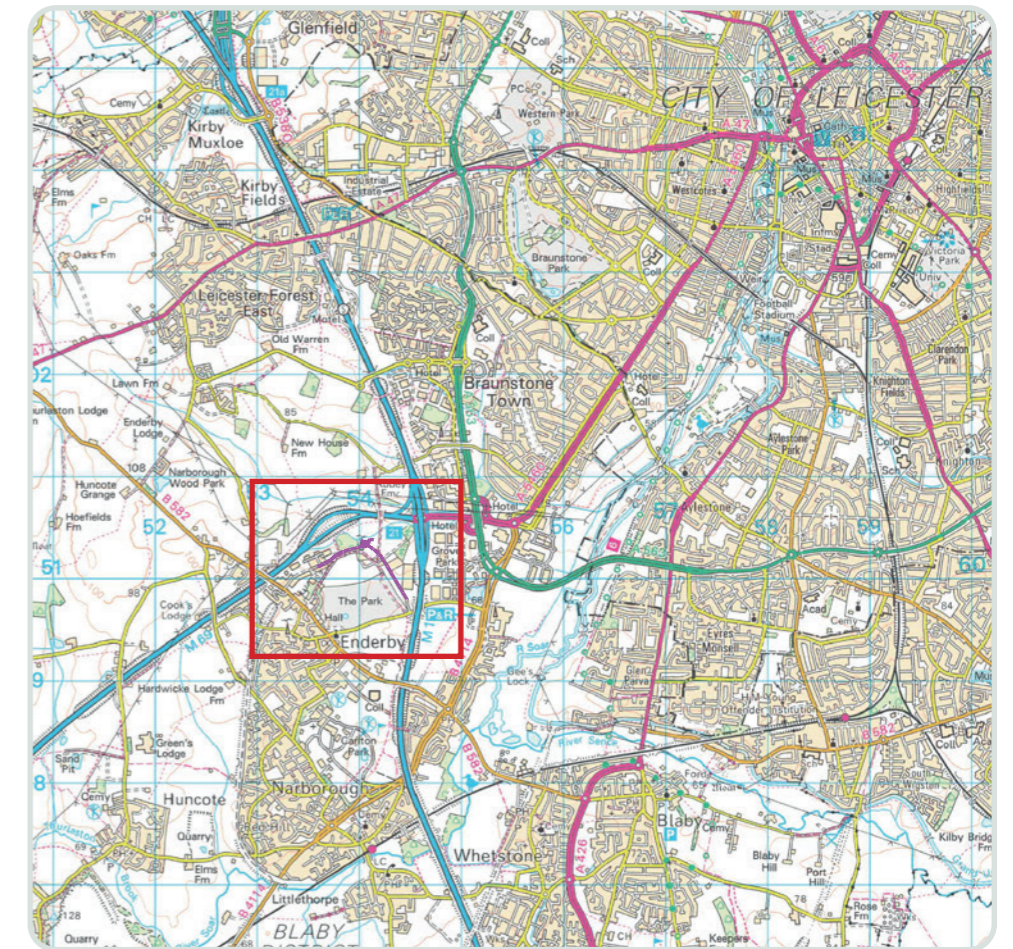


Figure 1: Location in Blaby and Leicester

1.7 Structure of the Design and Access Statement

The Design and Access Statement is provided in 13 main chapters as follows:

- Chapter 1** provides the Introduction and Background to the proposals;
- Chapter 2** provides a summary of the Local Policy Framework for the Relief Road and Enderby Hub proposals;
- Chapter 3** provides a summary description the route of the Enderby Relief Road Today;
- Chapter 4** describes the Enderby Relief Road Proposals in Summary;
- Chapter 5** describes each section of The Enderby Relief Road in Detail;
- Chapter 6** outlines the Future Development Framework for the Strategic Employment Site Phase 2;
- Chapter 7** describes the impacts associated with the route
- Chapter 8** describes the ecological compensation proposals;
- Chapter 9** summarises the Impacts on the Enderby Warren Landfill Site and new compound proposals;
- Chapter 10** summarises proposals for the New Landfill Management Compound;
- Chapter 11** summarises the Benefits of the Enderby Relief Road;
- Chapter 12** provides some updated and revised Illustrations of the Route and compound taken from the three-dimensional model;
- Chapter 13** considers Implementation and Phasing; and
- Chapter 14** provides the Summary and Conclusions.
- Appendix 1** provides a list of the updated submitted application materials.
- Appendix 2** provides a schedule of the client and consultant team who should be contacted for further information on the applications or project generally.

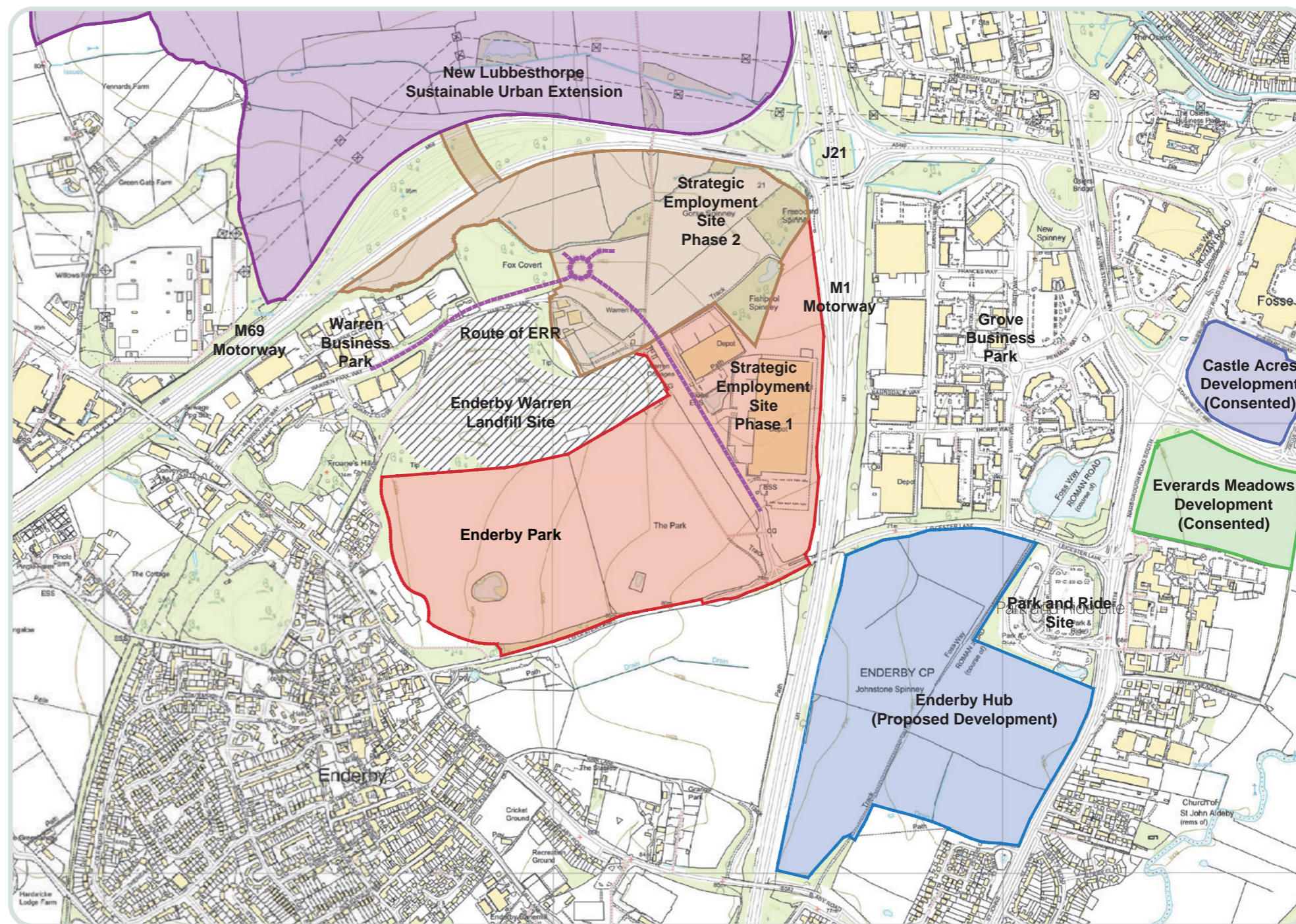


Figure 2: Development Context

2.0 Local Policy Framework

Development Plan

2.1 The Blaby District Core Strategy Local Plan February 2013

The Blaby District Council Core Strategy Local Plan was adopted in 2013. There are no specific policies relating to the Enderby 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.

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, although the potential benefits were recognised. Since that time, the promoters of the SUS and SES have explored ways to deliver the Enderby Relief Road, and the principal promoter of both – The Drummond Estate, is also the promoter of the Relief Road and Hub proposals.

2.2 The Blaby District Local Plan Delivery Development Plan Document February 2019

The 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 policies and proposals. The Plan was adopted by the Full Council on 4th February 2019. The Delivery DPD allocates the land at Enderby for employment development at Policy SA3. The Policy states under Highway Improvements:

- 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),*

The supporting text also states at paragraph 3.34:

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.

In summary, provision of the ERR is recognised in the Policy SA3 of the Blaby Local Plan DPD which identifies the range of highways improvements that will be necessary to serve the Enderby Hub Employment allocation.

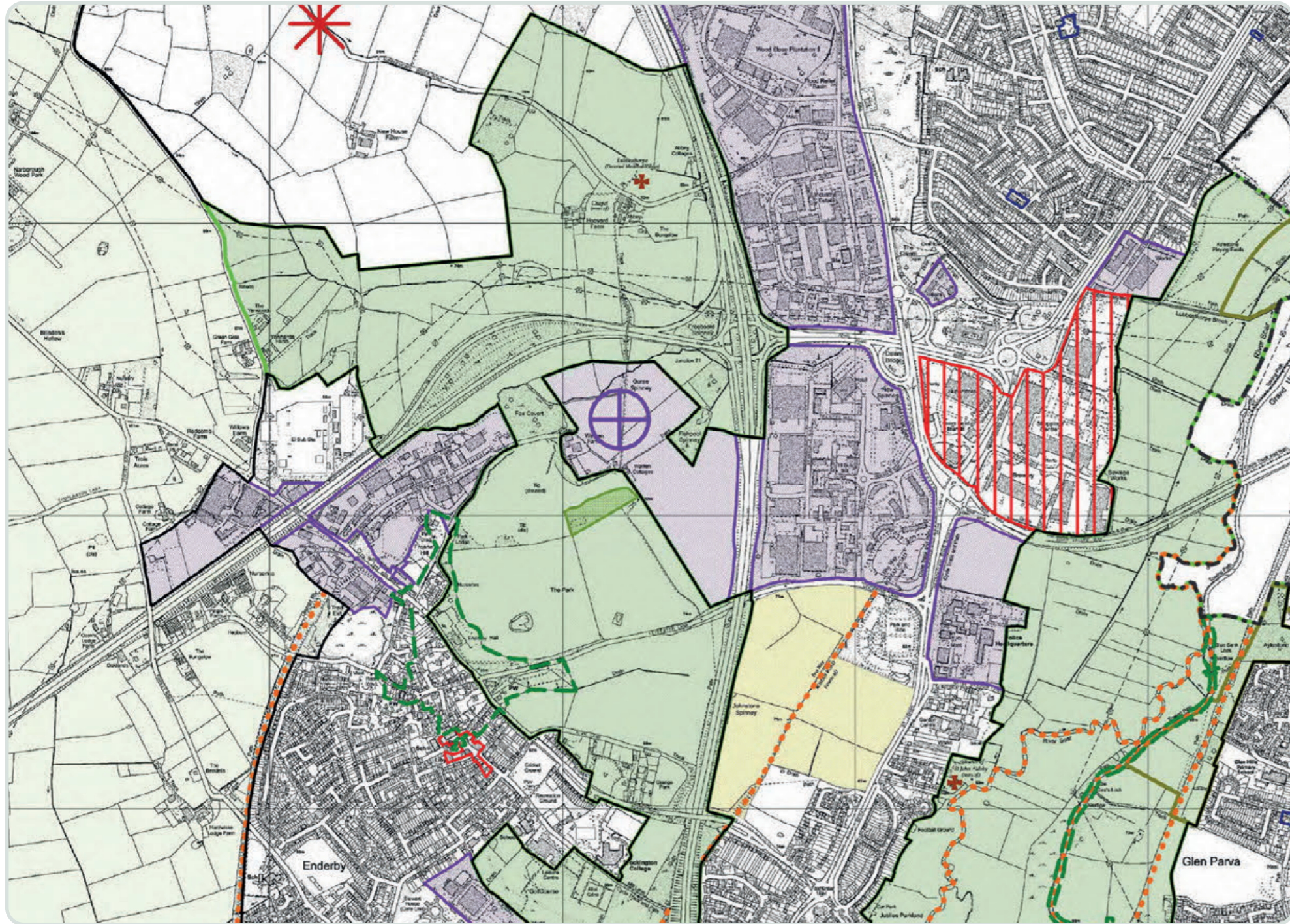


Figure 3: Local Plan Delivery DPD Proposals Plan Extract