

### 3.0 The Route of the Enderby Relief Road Today

#### 3.1 Introduction

The route of the ERR is formed from existing highway and a new length of highway to be constructed to form a continuous, uninterrupted route around Enderby village and through existing and new employment sites. The existing route is shown in the aerial photograph and ground level photographs, and described in sections below. **Figure 4: Local Features** shows the existing features and influences along the route. **Figure 5: Location of Photographs** shows the location of the existing photos shown on pages 9, 10 and 11.

#### 3.2 Mill Hill

The Mill Hill junction with Warren Park Way is currently un-signalised and provides access to the Warrens Business Park with a junction to the south to the Granite Way industrial area (Photo 1). The junction has a wide verge to the north and a woodland and verge to the south on the eastern side, with footways on each side, but no formal crossings. The route continues north as Desford Road (B582) and crosses the M69, and eventually joins with the A47 some 3.5km north. The route continues south as Hall Walk (Photos 20, 21 and 22) and joins with Leicester Lane which then crosses beneath the M1 Motorway and joins with the B4114 some 800m to the south. This route has become an informal outer-ring road between the A47 and routes south.

#### 3.3 Warren Park Way

Warren Park Way currently serves the Warrens Business Park, which includes a variety of offices, general industrial uses and warehousing (Photo 2). The carriageway is 7.3m with two 2m verges and a separate 1.5m wide footway to each side with the adoptable carriageway some 600m in length. Units are generally served off side roads and intermediate access points, and there is no direct frontage access off Warren Park Way. There are parking restrictions (yellow lines) on the first stretch of the road at the Mill Hill end which run for approximately 150m on the north side and 450m on the south side (Photo 3). The road is often used for informal on-carriageway car and truck parking along the entire length of unrestricted road during the working day, mostly on the north side of the road, which often restricts the road along these sections to a single lane. This parking may be for nearby businesses but also overspill employee parking from businesses in the wider area. There are no current parking restrictions on the far eastern end of the road (Photo 3). At the eastern end, the road passes between concrete barriers and is unsurfaced and provides access to the SUEZ compound and continues as Harrolds Lane. (Photo 4)

#### 3.4 Harrolds Lane

Harrolds Lane is a largely unsurfaced and unadopted Public Right of Way that joins with the eastern end of Warren Park Way (Photo 5). Harrolds Lane also provides access to the footpath alongside Fox Covert (Photo 6). The landfill site is enclosed by a wall that marks the edge of the old filled quarry (Photo 8). The route runs from the south west diagonally from Hall Walk, alongside new housing development at Ashton Grove (Photo 23 and 24) and serves residential properties at Pen Crag and Park Lodge and another single property to the north of the lane (Photos 25,26 and 27). The route then continues as a footpath only to join with Warren Park Way adjacent to the SUEZ compound. (Photo 7). The route continues east and south to serve Warren Farm, Keeper's Cottage and the Warren Cottages to the east. The route is surfaced in the southern sections but becomes a compacted earth farm track in the north.

#### 3.5 SUEZ Compound and Landfill Site

The proposed route would pass through the gas management compound operated by SUEZ and their contractors Infinis (Photo 9). SUEZ manage the gas and leachate from the site with a compound including pumps, leachate tanks, and a gas engine that generates electricity and various amenity buildings to the north of Harrolds Lane, with the landfill in the former Granodiorite quarry to the south. The filled quarry has a wall to Harrolds Lane. Part of the quarry to the south is also a Site of Special Scientific Interest due to its geological interest, which is buried within the landfill. Equipment within the compound is affected by the road construction and would require to be relocated and this is explained in the report submitted alongside the application by ERM (within the ES) and explained further in Section 8 of this D&AS.

#### 3.6 Fox Covert

The Fox Covert is a plantation woodland of around 2.9ha. The route alignment would pass through the southern section of the woodland and require trees to be felled. The quality and significance of the woodland is reviewed within the ES, and proposals are made to mitigate for the impacts of the road construction with new replacement woodland to the north that would be managed for its wildlife value. The woodland contains a pumping station and pond associated with the landfill. The pumping station would be made redundant by works proposed alongside the road, although the pond would remain. The proposed mitigation measures are described in section 7.0 of this D&AS.

#### 3.7 SES Phase 2 / Warren Farm

The route continues along Harrolds Lane which then accesses Warren Farm (Photo 10). The route would cross existing fields alongside the farm buildings (Photo 11) with the existing Warren Cottages and Keepers Cottage to the east of the road line (Photo 11). The bridleway continues alongside the cottages and through Enderby Park (Photos 12 and 13). The line of the ERR then heads due south to join with the existing built stretch of road through the Leicester Commercial Park to Leicester Lane. The route crosses the line of the existing bridleway.

#### 3.7 SES Phase 1/Leicester Commercial Park

The route then follows the existing alignment of the new road serving the Strategic Employment Site Phase 1 (Photos 14, 15 and 16) now called the Leicester Commercial Park. The constructed route is 10m wide with ghost right turn lanes with side accesses to the two units that have been completed. The junction with Leicester Lane is also complete and forms a signal controlled junction with pedestrian crossings and bus stops (Photos 17 and 18).

#### 3.8 Leicester Lane

Leicester Lane is a 5.5m wide road (Photo 19) with a footway on the north side from Hall Walk at Enderby Village (Photo 20) to the recently improved junction with the B4114 Narborough Road South/St. Johns adjacent to the Enderby Park and Ride facility. The route is a busy link around the western side of the M1 and has considerable peak-hour tail backs from the junction at the Enderby crossroads. The crossroads is constrained by listed buildings on three sides and therefore the scope for improvement is very limited (Photo 21).

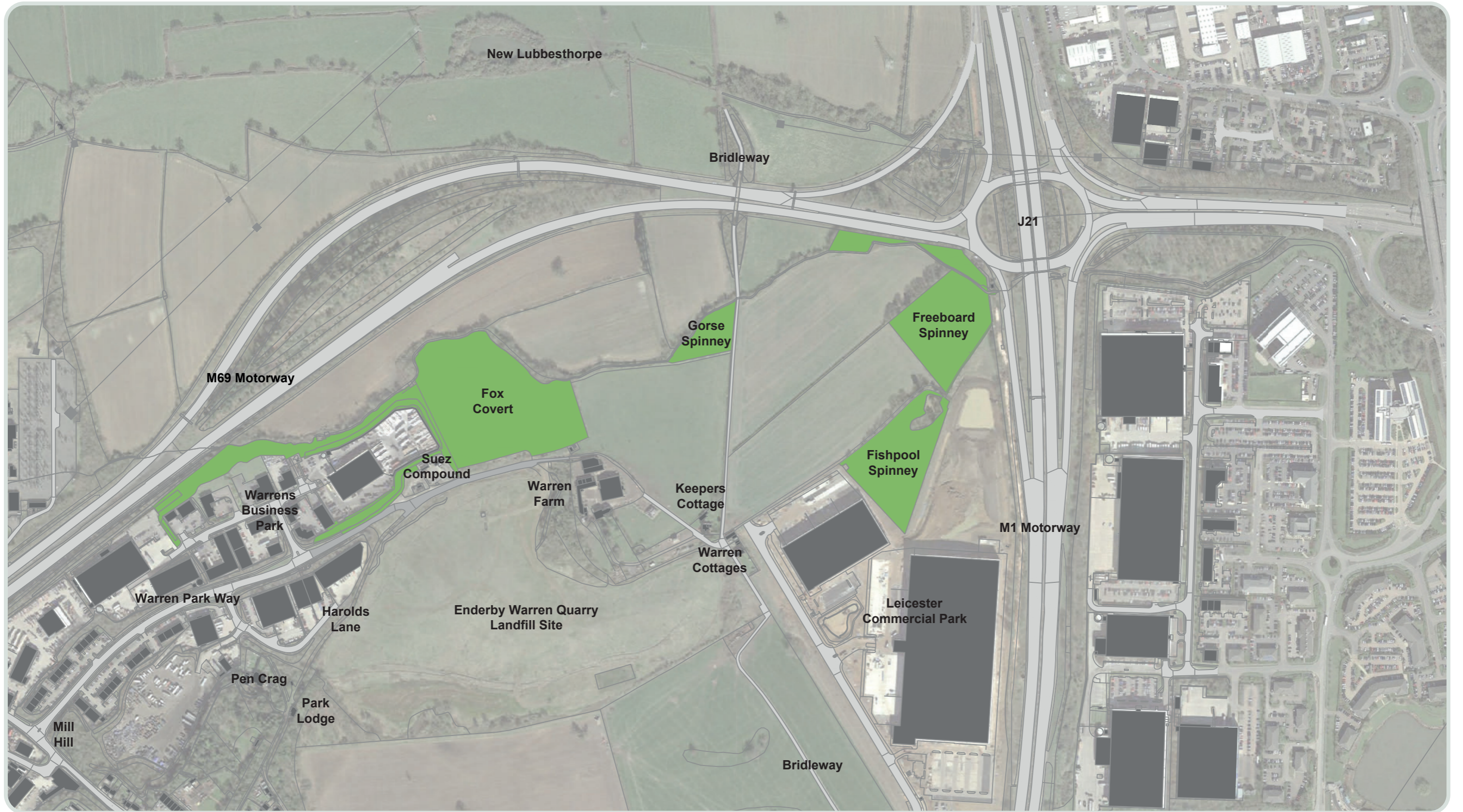


Figure 4: Local Features



Figure 5: Location of Photographs

Figure 6: Existing Route Photographs



Photo 1: Mill Junction looking North



Photo 2: Warren Park Way looking East



Photo 3: Warren Park Way looking East towards Felspar Close



Photo 4: Unsurfaced route East towards SUEZ compound



Photo 5: Unsurfaced route East alongside the Fox Covert



Photo 6: Access to Public Right of Way to north alongside woodlands



Photo 7: Access to the path along Harrolds Lane looking North



Photo 8: The boundary wall to the landfill site along Harrolds Lane



Photo 9: SUEZ Site and plant



Photo 10: Warren Farm alongside Harrols Lane



Photo 11: Looking South towards Keeper's cottage



Photo 12: Looking South along the bridleway at Warren Cottages



Photo 13: Looking South along the bridleway



Photo 14: Looking North at the current end of the SES Phase 1



Photo 15: Looking South along the SES Phase 1 Road



Photo 16: Looking South towards the entrance of SES Phase 1



Photo 17: Looking South towards the Leicester Lane junction



Photo 18: Looking East to the Leicester Lane junction



Photo 19: Looking North along Leicester Lane towards Enderby



Photo 20: Leicester Lane at Enderby



Photo 21: Leicester Lane at Enderby crossroads



Photo 22: Hall Walk looking South alongside Enderby Hall



Photo 23: Harrolds Lane at Hall Walk



Photo 24: New Homes at Hall Walk



Photo 25: House at Harrolds Lane



Photo 26: Parkside Lodge at Harrolds Lane



Photo 27: Pen Crag off Harrolds Lane