

## 7.0 Impacts associated with the Route

### Introduction

The Enderby Relief Road has been assessed for the key environmental impacts and the central section, part 3, has been assessed through the Environmental Statement (ES) prepared by Wardell Armstrong. The ES should be referred to for the detail of the environmental impacts assessment.

The route itself gives rise to a range of identified impacts as a large proportion of the existing route is already highway (approximately 64% of the total route) and some is an existing compacted farm track, so the level of environmental change through the construction would generally be insignificant, and there are significant benefits from redirecting existing and projected through traffic away from Enderby village. The identified environmental impacts of the route are summarised below and listed in the Planning Statement.

### Environmental Impacts Summary

- Construction impacts are minor adverse and short term, and the distance from sensitive receptors means the impacts are minor adverse at worst; the sensitive receptor properties are proposed to be vacated to mitigate the potential effects and risks;
- There are no nationally or regionally designated sites of ecological significance affected by the route proposals; The Fox Covert woodland has a blanket TPO and is a potential Local Wildlife Site (pLWS). The alignment will mean existing woodland is lost, which is currently in poor condition, with mitigation proposals to replace the lost woodland and improvements made to the woodland's management;
- 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 with the potential loss of the rare spotted meddick plant judged to be a major effect of local significance, although this is limited in extent and of uncertain provenance and can be compensated for by additional new planting. The effect on other habitats is insignificant.
- The impacts on the archaeological resource is not likely to be significant and trial trenching surveys of the SES Phase 2 area resulted in few finds but surveys suggest there may be further archaeology within the local area, which would be surveyed prior to or during the implementation of the proposals;
- 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 ERR route would increase as expected as the route is currently a dead-end, but benefits would arise on Hall Walk and Leicester Lane as traffic is diverted away from Enderby village 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 and the Enderby Conservation Area 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 would be necessary, but the routes would be maintained to be safe and direct. A new bridleway crossing is proposed across the route of the ERR to maintain that route;
- There are no impacts to ground conditions identified from the works with the effect being negligible;
- the infrastructure serving the Enderby Warren Quarry Landfill would need to be relocated within a new compound. The works can be implemented easily and operations transferred to the replacement infrastructure without major disruption. The risk of new gas migration pathways being opened-up resulting from the road construction is also assessed as negligible as the road is some distance from the landfill mass;
- The loss of woodland has an impact on the ecology. These impacts are unavoidable and result from the road alignment needing to be distanced from the landfill. Mitigation measures are proposed to compensate for the loss of the woodlands by extending the Fox Covert northwards and new planting and other measures along the M69 to the east and west;
- Change would occur in terms of the landscape and views, but the area is largely an existing urban area influenced by industrial 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.

In summary, during both the construction and operation 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 with reductions in traffic (and therefore severance) noise, vibration and air pollution, and benefits to the cultural heritage of listed buildings resulting from reductions in traffic levels through Enderby village compared with the situation with development and no Enderby Relief Road.







## 8.0 Ecological Compensation Proposals

There are some impacts from the proposals on the Fox Covert woodland, which is subject of a blanket Tree Preservation Order. The Fox Covert is also a potential Local Wildlife Site (pLWS), although our ecological appraisal in the Environmental Statement concluded that the wood does not meet the criteria for a LWS. Nevertheless, the Covert has value as a local feature and resource. The preferred option will affect the wood and so it is proposed to compensate for the loss of part of the wood by creating new woodlands and other areas that would be managed for their ecological potential to the north of the wood and alongside the M69. This is on land that is within the New Lubbethorpe planning approval, and owned by the Drummond Estate but was not subject to specific proposals and would have remained as an open grassland field, with some mitigation planting alongside the motorway itself. The proposed compensation area is shown in **Figure 18: Ecological Compensation Area**.

The compensation area offers potential for a significant improvement overall in biodiversity and the Biodiversity Net Gain Calculation by FPCR (using the Natural England Biodiversity 2.0 Metric), identifies a gain of some 51.73%, well above the 10% minimum objective. In addition, it is intended that the Fox Covert will transfer ownership to the Drummond Estate and would be managed for its wildlife potential, with the compensation area, alongside the New Lubbethorpe Green Infrastructure and Biodiversity Management Plan. The proposals for the compensation area are shown in the Figure, and the BNG assessment and calculations are provided in the Environmental Statement Appendix 12.2. In addition, further mitigation of the impacts of the route would be provided by the landscaping proposals for the ERR which also provide nature conservation benefits. An indicative landscape strategy plan is included as **Figure 19: Indicative Landscape Proposals** and details would be submitted in due course.

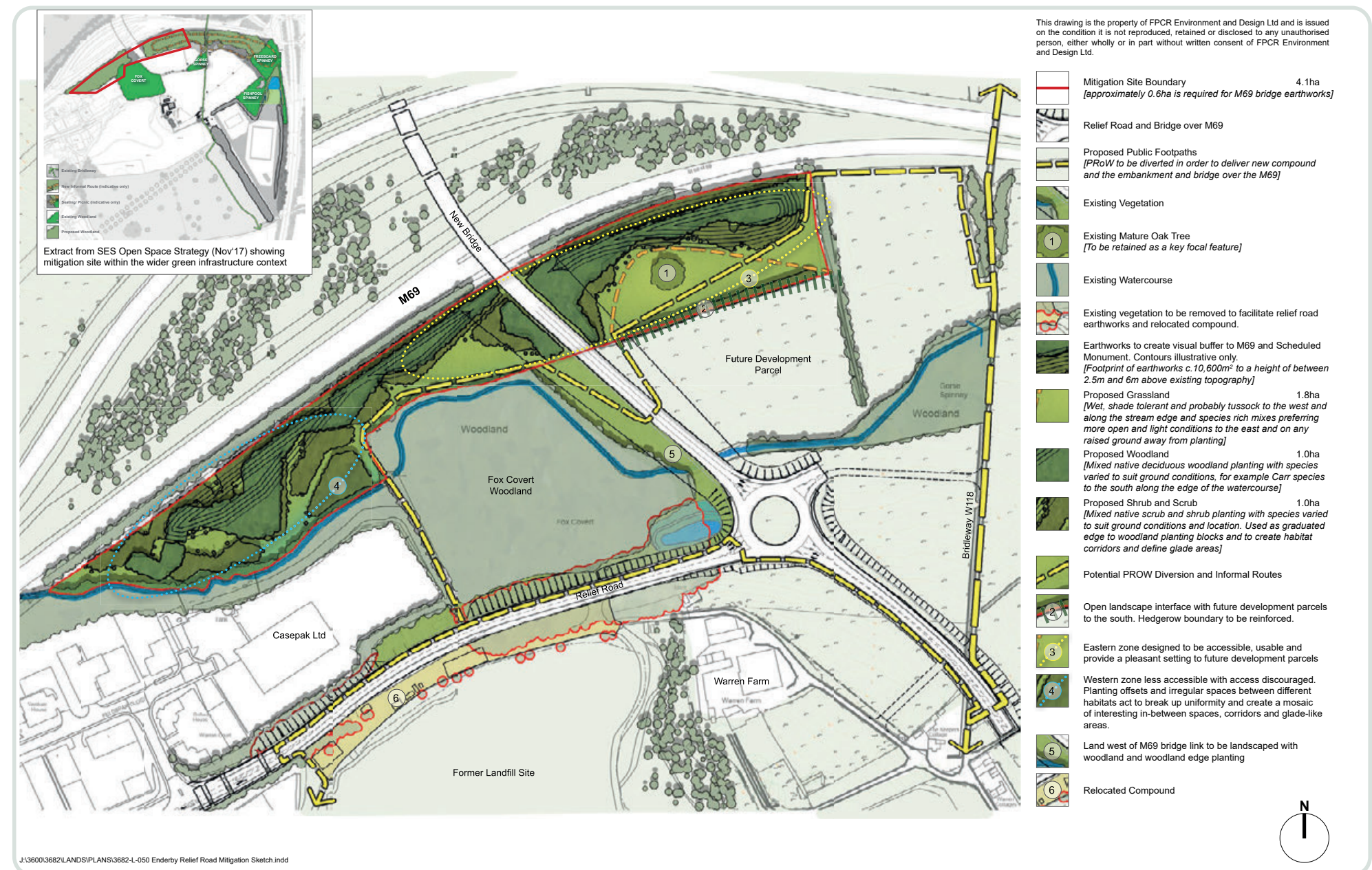


Figure 18: Ecological Compensation Area





Figure 19: Indicative Landscape Proposals

## 9.0 Impacts on Enderby Warren Landfill Site

### Introduction

The proposed route of the Enderby Relief Road would create a new public highway between the existing landfill management compound and the Enderby Warren Quarry Landfill site. The route affects existing plant within the compound which would need to be relocated. A monitoring well would also be affected and would need to be replaced. The impact on the existing operations has been reviewed by ERM Environmental consultants and their report is appended to the Environmental Statement and should be referred to for the detail. **Figure 20: Schematic Gas Extraction and Leachate Infrastructure**, shows the proposed strategy.

The main issues are described here along with the proposed mitigation strategy. The level of risk to the landfill operation is considered by the assessment to be low as a consequence of the proposed highway works.

Consultations have been undertaken with the operators of the compound and landfill, SUEZ, and also with the Environment Agency. The relocation of their equipment would also require planning permission from Leicestershire County Council as the planning authority for waste, and new environmental permits to be agreed with the Environment Agency.

### Impacts of the Enderby Relief Road

To accommodate the ERR, the following measures are proposed:

- **General Compound Configuration** – The new road alignment crosses the existing compound and would therefore necessitate relocation of the majority of the equipment to the proposed new compound on the inside line of the road and alongside the landfill area. The electricity sub station would remain on the north side and be fenced off, and accessed from the ERR. The new southern compound would be accessed off the ERR at the east and western ends, and the compound configured to provide necessary entrance visibility splays.
- **Leachate Treatment System Pipework** – At present, treated leachate is piped to a pumping station to the far northeast in the Fox Covert woodland, before being pumped to the sewer that flows westwards past the site. The mitigation strategy proposes that a new pumping station is built within the compound to pump to the sewer directly through a new pipe. All redundant pipework can then be decommissioned and the pumping station removed from the woodland; and
- **Monitoring Boreholes** – one existing landfill gas monitoring borehole would be impacted by the new road alignment which would need to be closed off. It is proposed that two replacement monitoring boreholes are formed south of the road and adjacent to the new compound.

It will be necessary to ensure continuity of operations while the works are being undertaken. It is proposed that a parallel new gas extraction compound entry pipes, compressors and boosters are put in place in the proposed new configuration, with bypass valves and a new gas collection manifold chamber in the landfill area, to enable switchover prior to decommissioning the existing configuration. New leachate discharge pipework and the associated pumping system would also be constructed prior to decommissioning the current system.

A connection to the electricity sub-station would remain and pass under the ERR. A surface water drain would also continue to pass across the ERR (in a culvert) to the retained pond within the Fox Covert woodland.

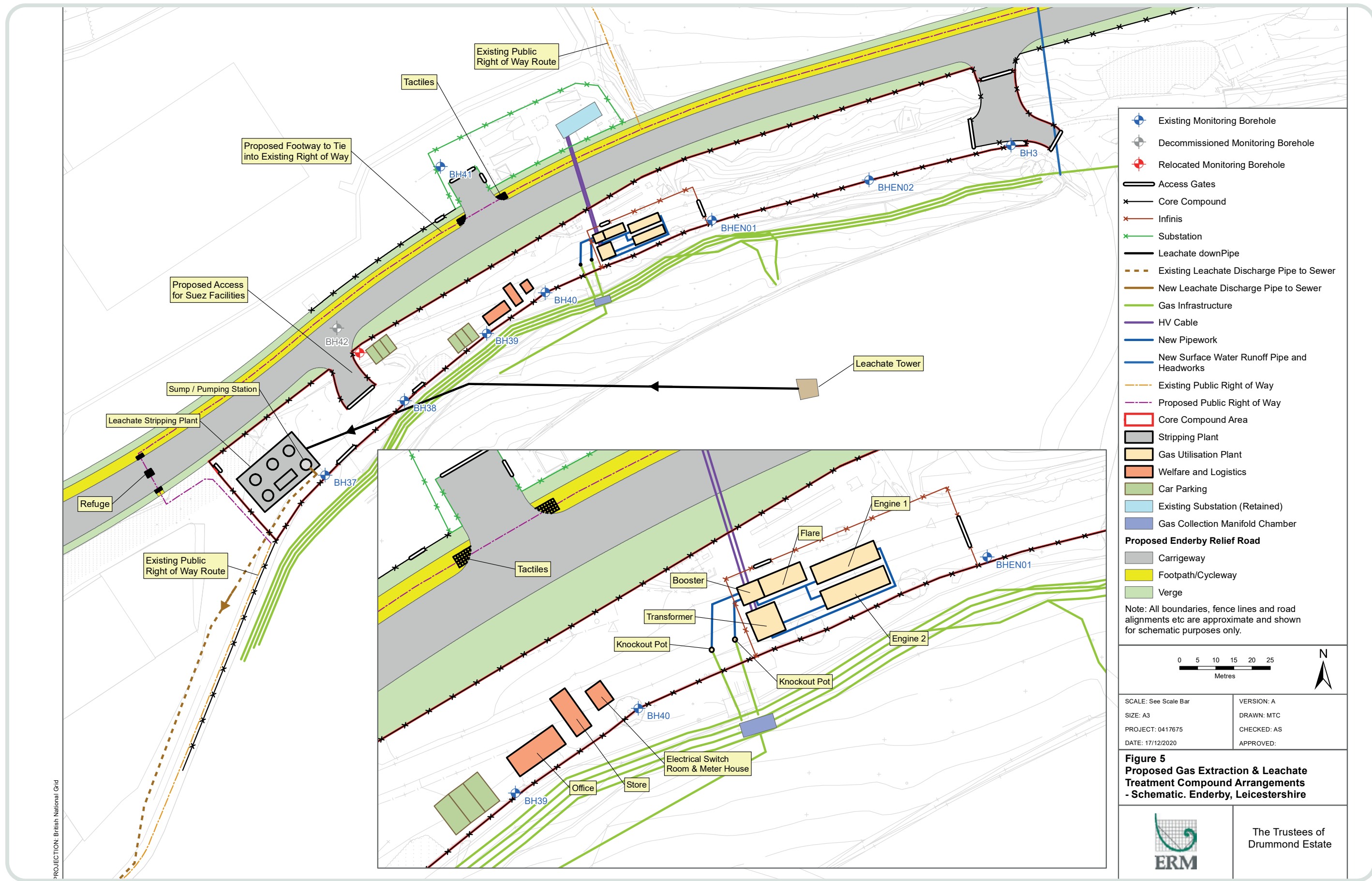


Figure 20: Schematic Gas Extraction and Leachate Infrastructure



## 10.0 Benefits of the Enderby Relief Road

### Introduction

The Enderby Relief Road would provide a new continuous route from Mill Hill/Hall Walk (B582) through to Leicester Lane and the Narborough Road South/St Johns (B4114). The new route to Leicester Lane is some 1.8 km. The route provides for traffic heading towards the city and south to avoid passing through the Enderby crossroads junction at Hall Walk/Leicester Lane.

### Benefits of the Enderby Relief Road

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 ERR;
- **Facilitates major jobs growth.** The ERR provides for development of major new employment development at the Enderby Hub, which would provide around 1m sq. ft. of new employment development, employing over 2,000 people and representing a major strategic employment investment (estimated at some £90m) for the district and sub-region;
- **Delivery of a Local Plan allocated site;** The ERR facilitates development of the Enderby Hub site which is allocated in the Blaby Local Plan DPD and an important part in meeting the Council's requirement for employment land for the Plan-period, and a major strategic employment site for the local economy;
- **May bring forward approved employment development.** The route also facilitates earlier development of Phase 2 of the New Lubbesthorpe SES which has planning permission, as the ERR provides a new route into the site, and the amount on new development this facilitates would need to be tested further;
- **Serves existing major employment areas.** 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 and now occupied;
- **Improving access.** The route will 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 businesses at The Warrens Business Park;
- **Investment and Jobs.** The route represents an investment of some £5m and creates temporary construction jobs, but facilitates at least 2,000 permanent full-time equivalent jobs within new employment sites that the route benefits.
- **Facilitates wider growth.** The route also benefits new development at Castle Acres Shopping Centre and at Everards Meadows, which have been approved with construction now underway, and can also facilitate wider economic growth within the local area.



