

# ***Borough of Oadby & Wigston***

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***Directorate of Community Services***

## **Assessment of Broad Locations for Development**



**Directorate of Community Services  
Oadby and Wigston Borough Council  
October 2009**

# **Assessment of Broad Locations for Development**

## **Introduction**

This document sets out the Council's assessment of the areas for development or 'Directions for Growth' in the Borough. It considers which areas were considered to have potential and how a choice was made between these areas. Area B was chosen as the Council's preferred choice for new development in the Borough and this report explains and justifies this choice.

## **Why just one area?**

The Council decided to search for one 'Direction for Growth' following the issues and Options Paper Consultation in July 2005 and the subsequent Preferred Options Paper in April 2006. It was decided that the strategy should favour the use of brownfield sites and the development of one large urban fringe site.

It was considered that by providing just one development area potential infrastructure benefits could be maximised. The resulting development would be more sustainable as more of the requisite services could be provided as part of the development reducing the need to travel.

## **How big was the 'Direction of Growth' assumed to be?**

It was assumed that this 'Direction for Growth' would need to provide for some 400-500 homes along with associated infrastructure. This is in line with the Residential Land availability report 2005-6 which stated that:

'it would seem likely that the Council will only need to make provision for 439 additional dwellings.... Over the balance of the plan period.'

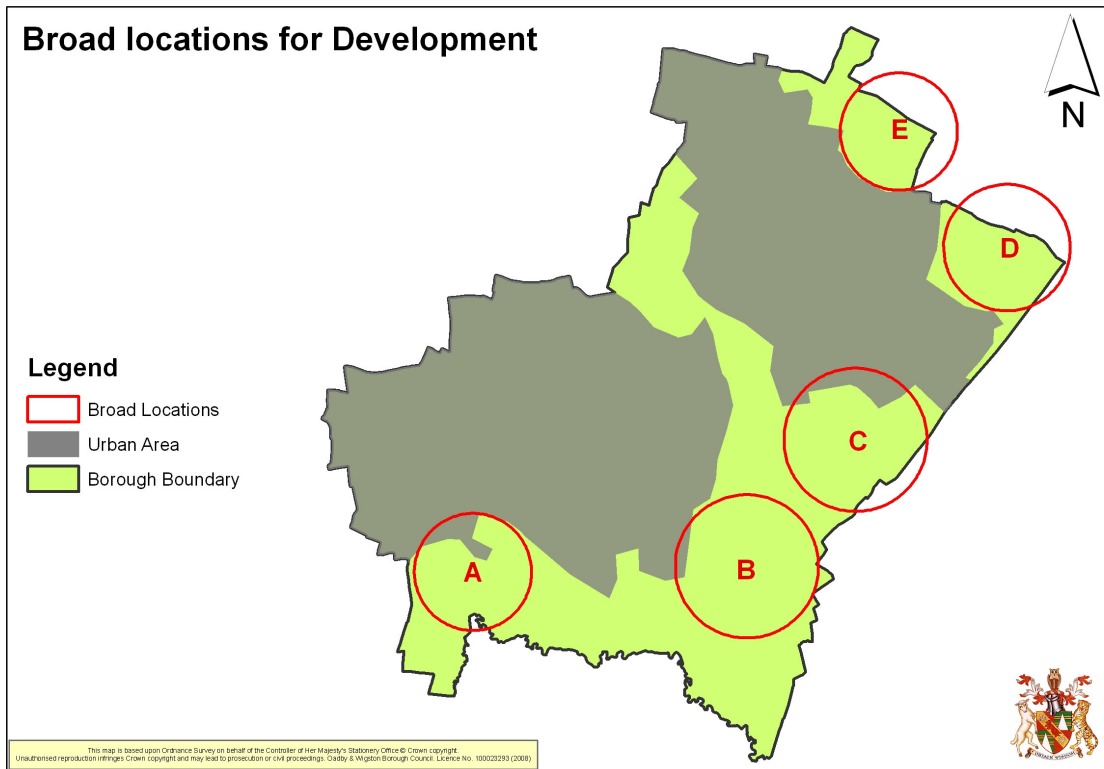
The figures for housing required are derived from the Structure Plan (Leicestershire, Leicester and Rutland Structure Plan 1996 to 2016) and the subsequent housing provision requirements in the Regional Spatial Strategy – The East Midlands Regional Plan published in March 2009.

The areas of search are indicative areas. The circles should not be taken to be the exact area of search but the broader area under consideration. Their size is related to the area of search and is not prescriptive of the site of any eventual development.

## **Which areas were considered?**

Five potential locations were considered for the Direction of Growth. These are shown on the map below.

- Area of search A – adjacent to the urban area south of South Wigston
- Area of search B - adjacent to the urban area south east of Wigston
- Area of search C - adjacent to the urban area south of Oadby
- Area of search D - adjacent to the urban area south east of Oadby
- Area of search E - adjacent to the urban area north east of Oadby



These areas were considered the most realistic areas for bringing forward development. Factors considered in this analysis included;

- Considering areas where expansion was possible;
- Accessibility; and
- Interest from developers/landowners/interests in the land;

## Description of the Areas of Search

### Area of search A – adjacent to the urban area south of South Wigston

Area A lies South East of Pochins Bridge Road, South of the railway and across the Grand Union Canal. The River Sence lies south of the canal and parallel to it in this location. The valley of the Sence is dominated by flat low lying grassland that gradually falls from West to East. The area includes a Site of Importance for Nature Conservation and a designated Site of Special Scientific Interest along the canal. The (former) Local Plan allocated part of the area for housing and this area has been built up with the anticipated number of dwellings. Part of this allocation was not used but has been leased by the Council for retention as a wildlife conservation area. The canal in this vicinity is a designated conservation area. Much of the south of South Wigston falls within the functional flood plain.

### Area of search B - adjacent to the urban area south east of Wigston

Area B lies along Newton Lane to the South East of Wigston and East of Wigston Harcourt. The area is countryside in the saved Local Plan. The area stops short of the railway line to the South. The area lies within the Sence Valley which is characterised by its gently undulating ridges and furrows and its sporadic but dense patterns of vegetation. The geology of this area is a mix of ridges and valleys formed from boulder clay over lias clays and limestone. The site generally falls from the North East to the South West. Flood risk in this area is considered minimal.

**Area of search C - adjacent to the urban area south of Oadby**

Area C lies East of Oadby South of Glen Road. Part of the area was designated as Green Wedge in the saved Local Plan. The land is also gently sloping and, mostly in arable farming. Flood risk is considered minimal. The site has direct access to the Glen Road (A6).

**Area of search D - adjacent to the urban area south east of Oadby**

This area lies at the easternmost point of the Borough. It is mostly arable farmed and is designated as countryside in the saved Local Plan. It includes an area proposed for recreational use. There is, despite the height of the ground a risk of flooding because of the soil's impermeability and a potential risk from surface water flooding.

**Area of search E - adjacent to the urban area north east of Oadby**

This area sits to the North of the Borough, North of Manor Road and Manor Road Extension. Most of the area is South of Gartree Road. The narrow strip North of Gartree Road is Stoughton Farm Park – designated as an historic landscape. In the saved local plan the whole of this area is designated Green Wedge and much of it is an area proposed for leisure uses. Flood risk is considered low in this area because of the low water table.

**When were the different areas of search for the Direction for Growth discounted?**

Table 1 shows how the potential Directions for Growth were considered and the stages of consultation when they were discounted.

Stage of Core Strategy	Issues and Options Paper (July 05)	Preferred Options Paper (April 2006)	Supplemental Issues and Options Paper (June 07)	Draft Core Strategy (Regulation 25) (November 08)	Core Strategy (October 2009)
<b>Options considered</b>	Options between new settlement/ brownfield sites and one large urban fringe site/ brownfield sites only/ urban fringe sites only	Sets out that the preferred strategy is to allocate brownfield sites and 'several larger urban fringe sites'	Five areas identified for assessment ABCDE	B C and E are taken forward.  A and D are discounted.	Area B is taken forward.  Areas C and E are discounted.

## How and why were the different areas of search for the Direction for Growth discounted?

Following the consultation on the draft Core Strategy under new Regulation 25 (November 2008), a further assessment was made of the options for a Direction for Growth. This took account of comments received during the previous consultation, various evidence base studies and the Sustainability Appraisal. What follows is a summary of the key issues that were used to discount areas and identify the preferred Direction for Growth to be included in the submission Core Strategy. The areas that were discounted have been dealt with first followed by the chosen Area B.

### Area A

Area A was discounted at the outset from further consideration principally due to a large proportion of the area forming part of the functional floodplain of the River Sence. This is detailed in the Strategic Flood Risk Assessment (2007) (Version 2). In addition, it is characterised by low permeability soils that are formed from a silty clay content. The low permeability and infiltration rates would mean that the likelihood of the site passing the Exception Test being low as levels of surface runoff would be high.

In the report it is highly recommended that, other than essential infrastructure and development that is water compatible, development should not be permitted in this Functional Floodplain. Because of the development restrictions recommended by the Strategic Flood Risk Assessment this area was not further consideration as an appropriate area for future growth.

### Assessment Matrix

The four remaining areas of search were reassessed using an assessment matrix based on the Sustainability Appraisal of the Core Strategy to enable easier comparison between areas. Each area was measured against twenty-two Sustainability Appraisal objectives via a template which was populated with information from a variety of evidence sources (see Appendix 2). The same rating mechanism from Sustainability Appraisal was employed. From this assessment matrix it can be shown that four key positives, in terms of moving towards achievement of Sustainability Appraisal objectives, were attributed to Area B. These positive ratings were in regard to:

**Objective 1** - To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services

**Objective 3** - To provide better opportunities for people to access and understand local heritage and to participate in cultural and leisure activities

**Objective 17** - To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local population

**Objective 21** - To improve access to services for those without a car, disabled people, elderly people, ethnic minorities and deprived people by providing for everyday needs in each settlement

The other areas each scored only one positive rating apiece in relation to Objective 3. Negative ratings were also attributed to each area. Again Area B performed best albeit by a narrow margin scoring five negatives as opposed to seven for Area C, and 6 apiece for Areas D and E. It should be noted that many of the Sustainability Objectives attracted an unknown score as any impact would be dependent on how development was implemented in these areas.

Further evaluation of the areas was undertaken to back up the findings of the assessment matrix. This is detailed below.

### **Area C**

Area C was discounted from the list of sites for a potential Direction for Growth between the conclusion of the November 2008 Draft Core Strategy (Regulation 25) Consultation and the beginning of the October 2009 Submission Draft Core Strategy Consultation. Although Area C would support the growth of Oadby Town Centre, by promoting a direction for growth in this location, the Borough Council would be undermining the spatial objectives and overall strategy of the Core Strategy which is to promote Wigston as the main town within the Borough of Oadby and Wigston.

The May 2009 Assessment of Highways and Transportation Implications study that was commissioned jointly by Oadby and Wigston Borough Council and Harborough District Council identified that Area C or B would be suitable for a direction of growth. The study reiterated that the A6 into Leicester City is more constrained in terms of both highway and public transport capacity compared to the A5199. However, the East Midlands Regional Plan advocates that Harborough District Council must locate some development on the edge of the Leicester Principal Urban Area and it is likely that this could be along the A6 adjoining Oadby. In addition, Harborough District is charged with allocating the bulk of its development needs within or adjacent to Market Harborough which due to the A6 being the main transport route to the City will give rise to additional capacity issues. Therefore, the implications of this, coupled with locating the direction for growth in Area C, would potentially put too much pressure on the A6 as a route into the City of Leicester.

### **Area D**

Area D was discounted from the list of sites for a potential direction for growth between the June 2007 Supplemental Issues and Options Paper and the November 2008 Draft Core Strategy (Regulation 25) version of the document. Area D was excluded because it was felt that it would be difficult to effectively relate future development in this area to existing development. Firstly development in this area would not be well related to the Borough's largest retail/service centre namely Wigston town centre. The conclusions of the emerging Oadby and Wigston Town Centre Masterplans advocate support of Wigston as the Borough's main retail and service centre to meet a range of local shopping and other essential community needs. The retail centre of Oadby is currently defined as a district centre although with aspirations to develop into a small town centre. Area D is closest to Oadby therefore significant development here would not be appropriately linked to the main town centre and could undermine the overall strategy for the regeneration of Wigston town centre.

Development in this area would also have a significant impact on existing transport routes which is evidenced in the Council's Assessment of Highways and Transportation Implications for Oadby and Wigston Borough and Harborough District which was published in April 2009. Consideration was also given to the impact development here would have on the spatial strategy being developed by Harborough District which was the adjoining local planning authority. It was agreed that development here would have a significant impact on Harborough District Council's ability to plan for their own development needs and in particular meeting their obligations in relation to the East Midlands Regional Plan.

### **Area E**

Area E was discounted from the list of sites for a potential Direction for Growth between the conclusion of the November 2008 Draft Core Strategy (Regulation 25) Consultation and the beginning of the October 2009 Submission Draft Core Strategy

Consultation. Area E was excluded because it was felt that it would be difficult to effectively relate future development in this area to existing development. Firstly development in this area would not be well related to either the main town centre of Wigston or the district centre of Oadby. A good locational relationship to a main retail/service centre is considered essential to the sustainability of any area of growth. Area E is also not near a main highway so there is limited transport infrastructure in place to accommodate significant growth in this area. Again this is a locational issue that would affect the sustainability of any development in this area.

There were other major reasons why Area E was considered unsuitable as a future area for growth. The area falls within the Oadby, Thurnby, Stoughton Green Wedge. Significant development in this area would impact greatly on the function of the Green Wedge and undermine the Council's strategy for managing and enhancing its Green Wedges. Large scale development in this area would be unacceptable in landscape character terms due to the quality of the landscape in this area, in particular the potential for detriment to the historic landscape at Stoughton Park Farm and the high quality landscape to the north-east of the Borough Boundary. This is evidenced in the Landscape Character Assessment. Considerable growth in this area would need to encompass the areas of agricultural land and the University of Leicester playing fields part of which were created as a replacement to those lost through redevelopment.

Consideration was also given to the impact development here would have on the spatial strategy being developed by Harborough District which was the adjoining local planning authority. It was agreed that development here would have a significant impact on Harborough District Council's ability to plan for their own development needs and in particular meeting their obligations in relation to the East Midlands Regional Plan.

## **Evidence in support of Preferred Direction for Growth**

### **Area B**

Four of the areas have now been discounted based on evidence and Sustainability Appraisal objectives; leaving Area B the area South East of Wigston the Borough Council's preferred choice for allocation as a Direction for Growth. It is this area which the Borough Council intends to take forward and promote as its favoured location for development.

This Direction for Growth to the South East of Wigston lies within a fifteen minute walk of Wigston Town Centre and, combined with the housing growth proposed for Wigston Town Centre itself within the Town Centre Masterplan, will directly contribute towards the Vision and Spatial Objectives for Wigston Town Centre and the Borough as a whole.

An Assessment of Highways and Transportation Implications for Oadby and Wigston Borough and Harborough District was published in April 2009 with the involvement of Leicestershire County Council, Leicester City Council and The Highways Agency. It identifies the Direction for Growth to the south east of Wigston as having the potential to accommodate growth without having significant negative impacts on the wider highway network.

The Assessment identified the following benefits of providing the Direction for Growth to the south east of Wigston:

- improvement to existing bus priority provision which is a key element of being able to provide competitive advantage over the car
- direct access to University, Hospital, major education facilities and employment opportunities
- direct links to the Borough's largest centre (Wigston) with an associated higher level of local facilities. The provision of local services can help reduce the need to travel and the urban fringe areas of the Welford Road corridor are within comfortable walking and cycling distance of Wigston Town centre
- the Borough's only rail station is within relatively close proximity and readily accessible by cycle
- additional traffic generation on to the Welford Road corridor does not impact the existing significant air quality issues concentrated on the London Road/A6 corridor although some impact on the Welford Road Air Quality Management Area would be generated

## **Conclusions**

Following consideration of consultation responses and the evidence base the Direction for Growth option that was determined as the most sustainable and best fit with the overall spatial strategy was reasoned to be Area B. Area B will be identified in the submission draft of the Core Strategy as the Borough's choice for future growth should this be necessary.

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## Appendix 1

### Areas of Search - General Assessment of Environmental, Transport Infrastructure and Accessibility, Economic and Service and Other infrastructure factors

June 2007

#### BROAD LOCATIONS FOR DEVELOPMENT – OADBY & WIGSTON BOROUGH COUNCIL

Factor	Area of Search A
Landscape & Biodiversity Designations	Area of Local Landscape value Site of Importance for Nature Conservation
Other Green Infrastructure	Crow Mill Picnic Area River Sence Grand Union Canal
Conservation Areas & Listed Buildings	Grand Union Canal Area of archaeological potential
Ancient Monuments	None
Flood Risk	Within Ea Indicative Flood Plain and had seen frequent incidences of flooding.
Landform/Views	Sence Valley – well vegetated railway embankment slopes define northern boundary of area. Relatively flat, low lying grassland meadows gradually fall east. The distinctive landscape of the river valley and canal are the main strengths of this area.
Transport Networks	Countesthorpe Road, Arriva Bus Services 47, 48, 49A and 85, Centre Bus
Utility facilities	Sewage works, Gassing site south of Harrison Close
Nearest services	South Wigston town centre, Parkland Primary School, South Wigston High School, South Leicestershire College
Landfill sites	Former landfill site to east of Landsdowne Grove

Factor	Area of Search B
Landscape & Biodiversity Designations	Site of Importance for Nature Conservation Regionally Important Geological Site
Other Green Infrastructure	Countryside, Brocks Hill Country Park
Conservation Areas & Listed Buildings	Area of archaeological potential
Ancient Monuments	None
Flood Risk	None
Landform/Views	Oadby & Wigston Vales, Wigston East – gently undulating predominantly arable fields with dense field boundaries close to the urban edge becoming gappy and lower further into the countryside
Transport Networks	A5199, Newton Lane, Arriva Bus Service 49
Utility facilities	None
Nearest services	Wigston town centre, The Meadow and Tythorn Field Primary Schools, Bushloe & Abington High Schools, Guthlaxton Community College, South Leicestershire College
Landfill sites	

Factor	Area of Search C
Landscape & Biodiversity Designations	Site of Importance for Nature Conservation
Other Green Infrastructure	Brocks Hill Country Park
Conservation Areas & Listed Buildings	Area of archaeological potential
Ancient Monuments	None
Flood Risk	None
Landform/Views	Oadby & Wigston Vales, Wigston East – gently undulating predominantly arable fields with dense field boundaries close to the urban edge becoming gappy and lower further into the countryside.
Transport Networks	A6, Arriva Bus Service 31, 31A
Utility facilities	None
Nearest services	Oadby Town Centre, Sainsbury's Supermarket on the A6, Glenmere Primary School, Brocks Hill Primary School, Gartree High School, Beauchamp Community College
Landfill sites	None

Factor	Area of Search D
Landscape & Biodiversity Designations	Site of Importance for Nature Conservation Green Wedge
Other Green Infrastructure	Proposed Oadby Grange Country Park
Conservation Areas & Listed Buildings	None
Ancient Monuments	None
Flood Risk	None
Landform/Views	Oadby & Wigston Vales, Oadby Grange – arable fields with predominantly tall, strong field boundaries fall gradually southwards towards the Oadby Grange estate. Dramatic skies are a characteristic feature of this exposed sub-area.
Transport Networks	Gartree Road, Arriva Bus Service X3, 31, 31A
Utility facilities	None
Nearest services	Oadby Town Centre, Sainsbury's Supermarket on A6, Woodland Grange and Brookside Primary Schools, Manor High School, Beauchamp Community College
Landfill sites	None





Factor	Area of Search E
Landscape & Biodiversity Designations	Historic Landscape at Stoughton Farm Park Site of Importance for Nature Conservation
Other Green Infrastructure	University playing fields
Conservation Areas & Listed Buildings	Area of archaeological potential
Ancient Monuments	None
Flood Risk	None
Landform/Views	Oadby & Wigston Vales, Thurnby & Oadby green Wedge – An area of well-defined boundaries and strong rural character. Landscape of strong historical character with many remaining Roman and earlier features, historic field boundaries and footpaths. Important visually and as a transitional area between town and country.
Transport Networks	Gartree Road, Arriva Bus Service 80, 80A and safeguarded route of the Eastern District Distributor Road
Utility facilities	None
Nearest services	Oadby town centre, Brookside Primary School, Manor High School, Beauchamp Community College
Landfill sites	None

## Appendix 2

















### Oadby and Wigston Core Strategy Areas of Search Assessment Matrix

The table below sets out the Assessment Matrix used to reassess the four remaining Areas of Search.

Key:









	Option moving towards achievement of Sustainability Appraisal objective		Option moving away from achievement of Sustainability Appraisal objective
	Unknown: depends on how option will be implemented		Neutral: no relationship with Sustainability Appraisal objective

Sustainability Appraisal Objectives	Option B - Adjacent to the urban area south east of Wigston		Option C - Adjacent to the urban area south of Oadby		Option D - Adjacent to the urban area south east of Oadby		Option E - Adjacent to the urban area north east of Oadby	
	Effect	Comment	Effect	Comment	Effect	Comment	Effect	Comment
	1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services.	↑	Should land south east of Wigston be developed for housing, this would contribute towards the provision of housing in the Borough. Housing at this location would link in to the provision of services in Wigston, and there may be opportunities for the provision of new services as part of the development. The Strategic Housing Land Availability Assessment identified that the site is 'suitable' when Policy is not taken into account; The site is both 'achievable' and 'available'; The site is 'developable' but not 'deliverable' within 5 years. The Strategy within the Oadby and Wigston Town Centre Masterplans and the spatial objectives within the Core Strategy is to ensure that Wigston will be a stronger centre in terms of national retailer representation and civic function in comparison to Oadby and South Wigston.	↓	Should land south of Oadby be developed for housing, this would contribute towards the provision of housing in the Borough. Housing at this location would link in to the provision of services in Oadby, and there may be opportunities for the provision of new services as part of the development. The Strategic Housing Land Availability Assessment identified that the site is 'suitable' when Policy is not taken into account. The site is both 'achievable' and 'available'. The site is 'developable' but not 'deliverable' within 5 years. The Strategy within the Oadby and Wigston Town Centre Masterplans is to ensure that Wigston will be a stronger centre in terms of national retailer representation and civic function in comparison to Oadby and South Wigston.	↓	Should land south east of Oadby be developed for housing, this would contribute towards the provision of housing in the Borough. Housing at this location would link in to the provision of services in Oadby, and there may be opportunities for the provision of new services as part of the development. This area was not assessed in detail through the SHLAA process due to its current consideration under the Ecotown programme. The Strategy within the Oadby and Wigston Town Centre Masterplans is to ensure that Wigston will be a stronger centre in terms of national retailer representation and civic function in comparison to Oadby and South Wigston.	↓









<p>2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services</p>		<p>New development at this location would have access to healthcare facilities in Wigston. However, the nearest healthcare facility is located approx 2.4km north west. Development will need to ensure that the capacity of existing healthcare facilities is adequate to cope with an increased population. There will be the opportunity for provision of new healthcare facilities, leisure services and recreation space as part of the development, which should be pursued</p>		<p>New development at this location would have access to healthcare facilities in Oadby. However, the nearest healthcare facility is located approx 0.8km north west. Development will need to ensure that the capacity of existing healthcare facilities is adequate to cope with an increased population. There will be the opportunity for provision of new healthcare facilities, leisure services and recreation space as part of the development, which should be pursued</p>		<p>New development at this location would have access to healthcare facilities in Oadby. The nearest healthcare facility is located on Uplands Road on the eastern edge of Oadby. Development will need to ensure that the capacity of existing healthcare facilities is adequate to cope with an increased population. There will be the opportunity for provision of new healthcare facilities, leisure services and recreation space as part of the development.</p>		<p>New development at this location would have access to healthcare facilities in Oadby. The nearest healthcare facility is located on Uplands Road on the eastern edge of Oadby, south of the proposed development location. Development will need to ensure that the capacity of existing healthcare facilities is adequate to cope with an increased population. There will be the opportunity for provision of new healthcare facilities, leisure services and recreation space as part of the development</p>
<p>3. To provide better opportunities for people to access and understand local heritage and to participate in cultural and leisure activities.</p>		<p>New development at this location would have access to areas of local heritage, and cultural and leisure activities in Wigston. There would also be the opportunity for provision of new cultural and leisure facilities, and for the provision of recreation space as part of the development.</p>		<p>New development at this location would have access to areas of local heritage, and cultural and leisure activities in Oadby. There is the opportunity for provision of new cultural and leisure facilities, and for the provision of recreation space as part of development.</p>		<p>New development at this location would have access to areas of local heritage, and cultural and leisure activities in Oadby. There is the opportunity for provision of new cultural and leisure facilities, and for the provision of recreation space as part of development.</p>		<p>New development at this location would have access to areas of local heritage, and cultural and leisure activities in Oadby. There is the opportunity for provision of new cultural and leisure facilities, and for the provision of recreation space as part of development.</p>
<p>4. To improve community safety, reduce anti-social behaviour and the fear of crime</p>		<p>Need to ensure that development is designed to reduce crime and the fear of crime.</p>		<p>Need to ensure that development is designed to reduce crime and the fear of crime.</p>		<p>Need to ensure that development is designed to reduce crime and the fear of crime.</p>		<p>Need to ensure that development is designed to reduce crime and the fear of crime.</p>
<p>5. To promote and support the empowerment of local communities in creating and implementing solutions that meet their needs focusing particularly on</p>		<p>Need to ensure that developments meet the needs of the community and ensure opportunities are available for consultation. County Infrastructure plan identified a need for additional community centre provision.</p>		<p>Need to ensure that developments meet the needs of the community and ensure opportunities are available for consultation. County Infrastructure plan identified a need for additional community centre provision.</p>		<p>Need to ensure that developments meet the needs of the community and ensure opportunities are available for consultation. County Infrastructure plan identified a need for additional community centre provision.</p>		<p>Need to ensure that developments meet the needs of the community and ensure opportunities are available for consultation. County Infrastructure plan identified a need for additional community centre provision.</p>

young, elderly and deprived people.								
6. To promote racial harmony and create cohesive communities.	↕	Need to ensure that developments are designed to ensure cohesive communities and promote racial harmony.	↕	Need to ensure that developments are designed to ensure cohesive communities and promote racial harmony.	↕	Need to ensure that developments are designed to ensure cohesive communities and promote racial harmony.	↕	Need to ensure that developments are designed to ensure cohesive communities and promote racial harmony.
7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of BAP targets.	↓	Development at this location will result in the loss of greenfield land, and may result in the loss of mature trees and hedgerows present. Development could therefore have an effect upon the species and habitats associated with the area. In addition, development may impact upon the Kilby Foxton Canal SSSI, located south of the area. Opportunities for habitat enhancement and / or creation should be sought where possible. The Phase 1 Habitat Survey and Biodiversity Audit indicate that the scale and spatial size of this area has the potential to impact on the landscape and biodiversity. The area is made up of small fields, and these amount to a large area of hedgerow and mature trees which have national biodiversity action plans. Two of the fields immediately adjacent to the current urban boundaries are designated as a Site of Importance for Nature Conservation, although it is believed that they may not be in favourable condition.	↓	Development at this location will result in the loss of greenfield land, and may result in the loss of mature trees and hedgerows present. Development could therefore have an effect upon the species and habitats associated with the area. In addition, development may impact upon the Lucas Marsh Local Nature Reserve (LNR), located north east of the area. Opportunities for habitat enhancement and / or creation should be sought where possible. The Phase 1 Habitat Survey and Biodiversity Audit indicate that part of this area is immediately adjacent to a large golf course which is designated as a Site of Importance for Nature Conservation. Therefore there should be a buffer zone between the boundary of the site and where any future building begins. There are hedgerows and two veteran trees within the site and a small area of broad leaved woodland to the south	↕	Development at this location will result in the loss of greenfield land, and may result in the loss of woodland, mature trees and hedgerows present. Development could therefore have an effect upon the species and habitats associated with the area. Opportunities for habitat enhancement and / or creation should be sought where possible. The Phase 1 Habitat Survey and Biodiversity Audit indicate that the landscape is predominantly arable with interconnecting hedgerows throughout the area. Whilst hedgerows are not particularly species-rich, they do play a strategic role within the landscape for connectivity. There is some woodland and small pockets of semi improved grassland throughout the site.	↕	Development at this location will result in the loss of greenfield land, and may result in the loss of mature trees and hedgerows present. Development could therefore have an effect upon the species and habitats associated with the area. Opportunities for habitat enhancement and / or creation should be sought where possible. The Phase 1 Habitat Survey and Biodiversity Audit indicate that part of this area is predominantly poor semi-improved grassland, bordered by dense scrub
8. To preserve and enhance the character, appearance and setting of archaeological sites, historic	↓	Development at this location may have an effect upon two areas of archaeological potential located within the areas. Development could have an effect upon unknown archaeological resources which	↓	Development at this location may have an effect upon four areas of archaeological potential within the area. Development could have an effect upon unknown archaeological resources which	↓	Development at this location may have an effect upon Stretton Magna Scheduled Ancient Monument located within the area. Development of the area may also have an effect upon the setting of	↓	Development at this location may have an effect upon Scheduled Ancient Monuments located in the area, in particular the Moated Grange at Stoughton, which is located within the area. An

buildings, conservation areas, historic parks and other cultural assets.		may be present within this location. Development may also have an effect upon the setting of the Grand Union Canal Conservation Area and the Kilby Bridge Signal Box listed building, to the south.		may be present within this location. Development of the area may also have an effect upon the setting of London Road / St Peters Conservation Area and listed buildings to the north.		London Rd / St Peters Conservation Area to the west of the area, and listed buildings west and north.		area of archaeological potential and three listed buildings are also present within the area. Development could have an effect upon unknown archaeological resources which may be present within this location. Development may also have an effect upon the setting of Oadby Hill Top and Oadby Court Conservation Area, and may have an effect upon the setting of listed buildings to the west.
9. To protect and enhance the landscape and green spaces in the Borough and to provide opportunities for public access to the countryside.	↓	Development at this location will involve development of greenfield land on the edge of Wigston and may have an adverse effect upon the landscape. Development should, however, provide good access to the countryside for future residents. The Landscape Character Assessment indicates that the area falls into Landscape Character Type: A(v) Wigston East. A distinctly rural landscape comprising predominantly medium sized, roughly rectangular, regular arable fields with some pasture for sheep-grazing. Landform is a series of undulating ridges and valleys of boulder clay over lias clays and limestones. The borough boundary runs along a ridge of high ground falling southwards to around 80m AOD south of the railway. Between the borough boundary and the Green Wedge, the land rises and falls to a further two water-courses. County Infrastructure Plan - need for	↓	Development at this location will involve development of greenfield land on the edge of Oadby and may have an adverse effect upon the landscape. This area currently incorporates a golf course, which may be lost as a result of development. Development should, however, provide good access to the countryside for future residents. The Landscape Character Assessment indicates that the area falls into Landscape Character Type: A(v) Wigston East. A distinctly rural landscape comprising predominantly medium sized, roughly rectangular, regular arable fields with some pasture for sheep-grazing. Landform is a series of undulating ridges and valleys of boulder clay over lias clays and limestones. The borough boundary runs along a ridge of high ground falling southwards to around 80m AOD south of the railway. Between the borough boundary and the Green Wedge, the land	↓	Development at this location will involve development of greenfield land on the edge of Oadby and may have an adverse effect upon the landscape. Development should, however, provide good access to the countryside for future residents. The Landscape Character Assessment indicates that the area falls into Landscape Character Type: A(ii) Thurnby and Oadby Green Wedge which comprises an area of irregularly shaped fields which are in agricultural use and form part of the University playing fields. Landscape Character Type: A(i) Stoughton also falls within this area and comprises the historic landscape of Stoughton Farm Park which creates a strong and distinctive sense of place. County Infrastructure Plan identified a need for additional infrastructure in terms of parks, open spaces and public realm, leisure and sports.	↓	Development at this location will involve development of greenfield land on the edge of Oadby and may have an adverse effect upon the landscape. This area currently incorporates playing fields, which may be lost as a result of development. Development should, however, provide good access to the countryside for future residents. The Landscape Character Assessment indicates that this area falls within Landscape Sub-Area A (iii): Oadby Grange. The recommended landscape objectives are to maintain strong, tall field boundaries, ponds, spinneys and other features of conservation interest. Some remnant ridge and furrow has been eroded by woodland planting of the Oadby Grange Country Park. County Infrastructure Plan identified a need for additional infrastructure in terms of parks, open spaces and public realm, leisure and

		additional infrastructure in terms of parks, open spaces and public realm, leisure and sports		rises and falls to a further two water-courses. County Infrastructure Plan - need for additional infrastructure - parks, open spaces and public realm, leisure and sports.				sports.
10. To manage prudently water resources, improve water quality, protect the floodplain and protect against flood risk.		Development could impact on surface water and groundwater (e.g. due to construction related pollution incidents), in particular the Grand Union Canal and the River Sence, located south of the area. Development could also increase the overall volume of waste water created and increase demand for water. Development of greenfield land may increase surface water run-off. A Flood Risk Assessment will be required for sites greater than 1 hectare, to assess the potential impacts of any increase in surface water run-off and how this will be managed. Local soil and geology types limit the effectiveness of infiltration methods. Conveyance methods such as swales, filter strips and filter drains should be considered alongside balancing of flow within the on-site drainage system. A small part of this area is affected by a flood zone which has the potential to flood every 100 years.		Development could impact on surface water and groundwater (e.g. due to construction related pollution incidents). Development could also increase the overall volume of waste water created and increase demand for water. Development of greenfield land may increase surface water run-off. Need to ensure that water use is managed prudently and in accordance with best practice guidelines. A Flood Risk Assessment will be required for sites greater than 1 hectare, to assess the potential impacts of any increase in surface water run-off and how this will be managed. Local soil and geology types limit the effectiveness of infiltration methods. Conveyance methods such as swales, filter strips and filter drains should be considered alongside balancing of flow within the on-site drainage system		Development could impact on surface water and groundwater (e.g. due to construction related pollution incidents), in particular the River Sence, located south east of the area. Development could also increase the overall volume of waste water created and increase demand for water. Development of greenfield land may increase surface water run-off. Need to ensure that water use is managed prudently and in accordance with best practice guidelines. A Flood Risk Assessment will be required for sites greater than 1 hectare, to assess the potential impacts of any increase in surface water run-off and how this will be managed. Local soil and geology types limit the effectiveness of infiltration methods. Conveyance methods such as swales, filter strips and filter drains should be considered alongside balancing of flow within the on-site drainage system.		Development could impact on surface water and groundwater (e.g. due to construction related pollution incidents). Development could also increase the overall volume of waste water created and increase demand for water. Development of greenfield land may increase surface water run-off. Need to ensure that water use is managed prudently and in accordance with best practice guidelines. A Flood Risk Assessment will be required for sites greater than 1 hectare, to assess the potential impacts of any increase in surface water run-off and how this will be managed. Local soil and geology types limit the effectiveness of infiltration methods. Conveyance methods such as swales, filter strips and filter drains should be considered alongside balancing of flow within the on-site drainage system.
11. To improve air quality particularly through reducing transport related pollutants.		Development may result in increased car use and associated air pollutant emissions. However, should services and facilities be provided as part of development, this may help to reduce private vehicle use.		Development may result in increased car use and associated air pollutant emissions. However, should services and facilities be provided as part of development, this may help to reduce private vehicle use.		Development may result in increased car use and associated air pollutant emissions. However, should services and facilities be provided as part of development, this may help to reduce private vehicle use.		Development may result in increased car use and associated air pollutant emissions. However, should services and facilities be provided as part of development, this may help to reduce private vehicle use.

		There is a need to ensure the provision of accessible transport services, footpaths and cycleways, to encourage people to use sustainable forms of transport as an alternative to the private car. Air quality is not an issue at this site.		There is a need to ensure the provision of accessible public transport services, footpaths and cycleways to encourage people to use sustainable forms of transport as an alternative to the private car. Air quality issues on the London Road/A6 corridor could be exacerbated.		There is a need to ensure the provision of public transport services, footpaths and cycleways, to encourage people to use sustainable forms of transport as an alternative to the private car. Air quality issues on the London Road/A6 corridor could be exacerbated		There is a need to ensure the provision of accessible public transport services, footpaths and cycleways, to encourage people to use sustainable forms of transport as an alternative to the private car. Air quality is not an issue at this site.
12. To manage prudently mineral resources and avoid / reduce the pollution of land	↓	Development at this location will involve development of greenfield land. Development on greenfield land will carry an increased risk of pollution than development on previously developed land	↓	Development at this location will involve development of greenfield land. Development on greenfield land will carry an increased risk of pollution than development on previously developed land.	↓	Development at this location will involve development of greenfield land. Development on greenfield land will carry an increased risk of pollution than development on previously developed land.	↓	Development at this location will involve development of greenfield land. Development on greenfield land will carry an increased risk of pollution than development on previously developed land.
13. To minimise energy use and develop renewable energy resources.	↕	Development may result in increased energy consumption. Need to ensure that new buildings are energy efficient and incorporate renewable energy into new developments. Reference to Planning to Climate Change study.	↕	Development may result in increased energy consumption. Need to ensure that new buildings are energy efficient and incorporate renewable energy into new developments. Reference to Planning to Climate Change study.	↕	Development may result in increased energy consumption. Need to ensure that new buildings are energy efficient and incorporate renewable energy into new developments. Reference to Planning to Climate Change study.	↕	Development may result in increased energy consumption. Need to ensure that new buildings are energy efficient and incorporate renewable energy into new developments. Reference to Planning to Climate Change study.
14. To reduce greenhouse gas emissions to mitigate the rate of climate change.	↕	Development may result in increased car use and associated air pollutant emissions. However, should services and facilities be provided as part of development, this may help to reduce private vehicle use. There is a need to ensure the provision of high quality public transport services, footpaths and cycleways, both within the site and to the surrounding area, to encourage people to use sustainable forms of transport as an alternative to the private car.	↕	Development may result in increased car use and associated air pollutant emissions. However, should services and facilities be provided as part of development, this may help to reduce private vehicle use. There is a need to ensure the provision of high quality public transport services, footpaths and cycleways, both within the site and to the surrounding area, to encourage people to use sustainable forms of transport as an alternative to the private car.	↕	Development may result in increased car use and associated air pollutant emissions. However, should services and facilities be provided as part of development, this may help to reduce private vehicle use. There is a need to ensure the provision of high quality public transport services, footpaths and cycleways, both within the site and to the surrounding area, to encourage people to use sustainable forms of transport as an alternative to the private car.	↕	Development may result in increased car use and associated air pollutant emissions. However, should services and facilities be provided as part of development, this may help to reduce private vehicle use. There is a need to ensure the provision of high quality public transport services, footpaths and cycleways, both within the site and to the surrounding area, to encourage people to use sustainable forms of transport as an alternative to the private car.

<p>15. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.</p>		<p>There is a need to ensure that accessible public transport, footpaths and cycleways are provided as part of development to encourage people to use sustainable forms of transport as an alternative to the private car. Water conservation measures, should as rainwater / grey water recycling schemes should be provided as part of development. Accessible recycling and composting facilities should also be provided.</p>		<p>There is a need to ensure that accessible public transport, footpaths and cycleways are provided as part of development to encourage people to use sustainable forms of transport as an alternative to the private car. Water conservation measures, should as rainwater / grey water recycling schemes should be provided as part of development. Accessible recycling and composting facilities should also be provided.</p>		<p>There is a need to ensure that accessible public transport, footpaths and cycleways are provided as part of development to encourage people to use sustainable forms of transport as an alternative to the private car. Water conservation measures, should as rainwater / grey water recycling schemes should be provided as part of development. Accessible recycling and composting facilities should also be provided.</p>		<p>There is a need to ensure that accessible public transport, footpaths and cycleways are provided as part of development to encourage people to use sustainable forms of transport as an alternative to the private car. Water conservation measures, should as rainwater / grey water recycling schemes should be provided as part of development. Accessible recycling and composting facilities should also be provided.</p>
<p>16. To improve access to education and training for children, young people, adult learners, the unemployed, the disabled and the deprived.</p>		<p>New development at this location would have access to education and training facilities in Wigston. However, The nearest secondary school is located approx 2.4km north west of the location. Development will need to ensure that the capacity of existing schools is adequate to cope with an increased population. New housing development may require the provision of new schools depending upon the capacity of existing schools. County Infrastructure Plan identifies pressures upon schools in Oadby with approx 110 primary and 96 secondary places required suggesting extensions to existing schools. It suggests less pressure in Wigston and that schools are better able to accommodate additional growth</p>		<p>New development at this location would have access to education and training facilities in Oadby. Development will need to ensure that the capacity of existing schools is adequate to cope with an increased population. New housing development may require the provision of new schools depending upon the capacity of existing schools. County Infrastructure Plan identifies pressures upon schools in Oadby with approx 110 primary and 96 secondary places required suggesting extensions to existing schools. It suggests less pressure in Wigston and that schools are better able to accommodate additional growth</p>		<p>New development at this location would have access to education and training facilities in Oadby. Development will need to ensure that the capacity of existing schools is adequate to cope with an increased population. New housing development may require the provision of new schools depending upon the capacity of existing schools. County Infrastructure Plan identifies pressures upon schools in Oadby with approx 110 primary and 96 secondary places required suggesting extensions to existing schools. It suggests less pressure in Wigston and that schools are better able to accommodate additional growth</p>		<p>New development at this location would have access to education and training facilities in Oadby. There is one primary school located within the locality of the location. However, the nearest secondary school is approx 1.6km south of the location. Development will need to ensure that the capacity of existing schools is adequate to cope with an increased population. New housing development may require the provision of new schools depending upon the capacity of existing schools. County Infrastructure Plan identifies pressures upon schools in Oadby with approx 110 primary and 96 secondary places required suggesting extensions to existing schools. It suggests less pressure in Wigston and that schools are better able to accommodate additional</p>

<p>17. To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local population.</p>	<p style="text-align: center;">↑</p>	<p>The Oadby and Wigston Retail Study indicated that Wigston town centre is the largest in the Borough. The most recent survey of shop units in Wigston identifies a total of 132 shop and service units. In total the centre contains 28,767 sq m gross (approximately 20,552 sq m net) of retail and service floorspace. There is capacity for 11,768 sqm of additional comparison floor space in Wigston town centre up until 2026. There is capacity for 1,562 sqm of additional convenience floor space in Wigston town centre up until 2026. The Oadby and Wigston Employment Land Study states that a substantial proportion of employment land is severely constrained and un-developable. Hence realistically only 1.35 ha is truly available for development. Employment areas are productive, although of average quality. Should land south east of Wigston be developed for mixed use schemes, including commercial / office / retail, this would contribute towards the provision of employment opportunities for local communities. New development at this location would have access to employment in Oadby and Wigston District and other areas of Leicester.</p>	<p style="text-align: center;">↕</p>	<p>The Oadby and Wigston Retail Study indicated that Oadby town centre is the second largest of the Borough's centres. The centre has a linear layout with the majority of shops and services located on Leicester Road and The Parade. The most recent survey of shop units in Oadby identifies a total of 94 shop and service units. In total there is 13,778 sq m gross (approximately 10,223 sq m net) of retail and service floorspace. There is capacity for 4514 sqm of additional comparison floor space in Oadby town centre up until 2026. There is capacity for 699 sqm of additional convenience floor space in Oadby town centre up until 2026. The Oadby and Wigston Employment Land Study states that a substantial proportion of employment land is severely constrained and un-developable. Hence realistically only 1.35 ha is truly available for development. Should land south of Oadby be developed for mixed use schemes, including commercial / office / retail, this would contribute towards the provision of employment opportunities for local communities.</p>	<p style="text-align: center;">↕</p>	<p>The Oadby and Wigston Retail Study indicated that Oadby town centre is the second largest of the Borough's centres. The centre has a linear layout with the majority of shops and services located on Leicester Road and The Parade. The most recent survey of shop units in Oadby identifies a total of 94 shop and service units. In total there is 13,778 sq m gross (approximately 10,223 sq m net) of retail and service floorspace. There is capacity for 4514 sqm of additional comparison floor space in Oadby town centre up until 2026. There is capacity for 699 sqm of additional convenience floor space in Oadby town centre up until 2026. The Oadby and Wigston Employment Land Study states that a substantial proportion of employment land is severely constrained and un-developable. Hence realistically only 1.35 ha is truly available for development. Should land south east of Oadby be developed for mixed use schemes, including commercial / office / retail, this would contribute towards the provision of employment opportunities for local communities.</p>	<p style="text-align: center;">↕</p>	<p>growth</p> <p>The Oadby and Wigston Retail Study indicated that Oadby town centre is the second largest of the Borough's centres. The centre has a linear layout with the majority of shops and services located on Leicester Road and The Parade. The most recent survey of shop units in Oadby identifies a total of 94 shop and service units. In total there is 13,778 sq m gross (approximately 10,223 sq m net) of retail and service floorspace. There is capacity for 4514 sqm of additional comparison floor space in Oadby town centre up until 2026. There is capacity for 699 sqm of additional convenience floor space in Oadby town centre up until 2026. The Oadby and Wigston Employment Land Study states that a substantial proportion of employment land is severely constrained and un-developable. Hence realistically only 1.35 ha is truly available for development. Should land north east of Oadby be developed for mixed use schemes, including commercial / office / retail, this would contribute towards the provision of employment opportunities for local communities.</p>
<p>18. To optimise the use of previously developed land,</p>	<p style="text-align: center;">↓</p>	<p>This location would involve development of greenfield land, therefore development in this area will not present</p>	<p style="text-align: center;">↓</p>	<p>This location would involve development of greenfield land, therefore development in this area will not present</p>	<p style="text-align: center;">↓</p>	<p>This location would involve development of greenfield land, therefore development in this area will not present</p>	<p style="text-align: center;">↓</p>	<p>This location would involve development of greenfield land, therefore development in this area will not present</p>

buildings and existing infrastructure.		opportunities for the re-use of previously developed land / buildings.		opportunities for the re-use of previously developed land / buildings.		opportunities for the re-use of previously developed land / buildings.		opportunities for the re-use of previously developed land / buildings.
19. To promote and ensure high standards of sustainable design and construction	↕	The nature of the effect will be dependant upon the type, scale and design of development. New buildings should seek to achieve BREEAM/Code for Sustainable Homes rating of Excellent / Level 3 (as applicable).	↕	The nature of the effect will be dependant upon the type, scale and design of development. New buildings should seek to achieve BREEAM/Code for Sustainable Homes rating of Excellent / Level 3 (as applicable).	↕	The nature of the effect will be dependant upon the type, scale and design of development. New buildings should seek to achieve BREEAM/Code for Sustainable Homes rating of Excellent / Level 3 (as applicable).	↕	The nature of the effect will be dependant upon the type, scale and design of development. New buildings should seek to achieve BREEAM/Code for Sustainable Homes rating of Excellent / Level 3 (as applicable).
20. To minimise waste and to increase the re-use, recycling and composting of waste materials.	↕	Development may result in increased volumes of waste, both during construction and operation. Opportunities for the re-use of construction waste should be sought wherever possible. Recycling facilities should be integrated into new development to encourage people to sort / recycle their waste. County Infrastructure Plan identified a need for additional waste infrastructure.	↕	Development may result in increased volumes of waste, both during construction and operation. Opportunities for the re-use of construction waste should be sought wherever possible. Recycling facilities should be integrated into new development to encourage people to sort / recycle their waste. County Infrastructure Plan identified a need for additional waste infrastructure	↕	Development may result in increased volumes of waste, both during construction and operation. Opportunities for the re-use of construction waste should be sought wherever possible. Recycling facilities should be integrated into new development to encourage people to sort / recycle their waste. County Infrastructure Plan identified a need for additional waste infrastructure	↕	Development may result in increased volumes of waste, both during construction and operation. Opportunities for the re-use of construction waste should be sought wherever possible. Recycling facilities should be integrated into new development to encourage people to sort / recycle their waste. County Infrastructure Plan identified a need for additional waste infrastructure
21. To improve access to services for those without a car, disabled people, elderly people, ethnic minorities and deprived people by providing for everyday needs in each settlement	↑	New development at this location would have access to services and facilities in Wigston. However, there is a need to ensure that accessible public transport, footpaths and cycleways are provided to ensure good access for those without a car. There is the opportunity for provision of new services and facilities as part of the development, which should be pursued. Development off the Welford Road corridor would have the following benefits: Better existing bus priority provision which is a key element of being able to provide competitive advantage over the car; Direct access to University, Hospital,	↕	New development at this location would have access to services and facilities in Oadby. However, there is a need to ensure that accessible public transport, footpaths and cycleways are provided to ensure good access for those without a car. There is the opportunity for provision of new services and facilities as part of the development, which should be pursued. Development off the A6 corridor would have the following benefits; there is greater potential to introduce wider transport measures which would benefit the PUA and remove traffic from the corridor, so providing capacity	↕	New development at this location would have access to services and facilities in Oadby. However, there is a need to ensure that accessible public transport, footpaths and cycleways are provided to ensure good access for those without a car. There is the opportunity for provision of new services and facilities as part of the development, which should be pursued. Development off the A6 corridor would have the following benefits; there is greater potential to introduce wider transport measures which would benefit the PUA and remove traffic from the corridor, so providing capacity	↕	New development at this location would have access to services and facilities in Oadby. However, there is a need to ensure that accessible public transport, footpaths and cycleways are provided to ensure good access for those without a car. There is the opportunity for provision of new services and facilities as part of the development, which should be pursued. This location was not identified as having potential for growth in the Assessment of Highways and Transportation Implications.

		major education facilities and employment opportunities; Direct links to the Borough's largest centre (Wigston) with an associated higher level of local facilities. The provision of local services can help reduce the need to travel and the urban fringe areas of the Welford Road corridor are within comfortable walking and cycling distance of Wigston Town centre. The Borough's only rail station is within relatively close proximity and readily accessible by cycle; Additional traffic generation on to the Welford Road corridor doesn't impact the existing significant air quality issues concentrated on the London Road / A6 corridor. However, some impact on the Welford Road AQMA area would be generated. This information is generated from the Assessment of Highways and Transportation Implications.		to accommodate traffic generated by new development; the localised highway impacts of development of the scale required to meet Oadby and Wigston's RSS8 allocation are likely to be smaller in comparison to development off the Welford Road corridor as the immediate highway network is less constrained. However, the corridor is significantly more constrained closer to the centre, making provision of physical capacity enhancements and bus priority measures harder or without acquisition of third party land; average journey speeds predicted by the CLTM in 2016 and existing bus service levels are similar for the two corridors, however, the effects of additional traffic on the A6 corridor are likely to result in greater adverse consequences as increased congestion impacts bus services which do not benefit from significant priority provision and also impacts air quality in a currently declared AQMA. This information is generated from the Assessment of Highways and Transportation Implications.		to accommodate traffic generated by new development; the localised highway impacts of development of the scale required to meet Oadby and Wigston's RSS8 allocation are likely to be smaller in comparison to development off the Welford Road corridor as the immediate highway network is less constrained. However, the corridor is significantly more constrained closer to the centre, making provision of physical capacity enhancements and bus priority measures harder or without acquisition of third party land; average journey speeds predicted by the CLTM in 2016 and existing bus service levels are similar for the two corridors, however, the effects of additional traffic on the A6 corridor are likely to result in greater adverse consequences as increased congestion impacts bus services which do not benefit from significant priority provision and also impacts air quality in a currently declared AQMA. This information is generated from the Assessment of Highways and Transportation Implications.		
22. To encourage and develop the use of public transport, cycling and walking	⇅	The nature of the effect will be dependant upon provision of public transport, footpaths and cycleways as part of development.	⇅	The nature of the effect will be dependant upon provision of public transport, footpaths and cycleways as part of development.	⇅	The nature of the effect will be dependant upon provision of public transport, footpaths and cycleways as part of development.	⇅	The nature of the effect will be dependant upon provision of public transport, footpaths and cycleways as part of development.



## **Appendix 3**

### **Local Development Framework Members Working Group**

**Thursday 2<sup>nd</sup> April 2009, 5.15pm – 6.30pm**

**The Committee Room, Council Offices, Wigston**

### **Agenda**

- 1 Apologies**
- 2 Minutes and Matters Arising**
- 3 Core Strategy Progress**
  - **Spatial Objectives**
  - **Consultation Comments and Responses**
  - **Assessment of Broad Directions for Growth**
  - **Transport Assessment**
  - **Affordable Housing Viability Assessment**
  - **HMA and Local Infrastructure Plan**
  - **Open Space Audit**
  - **Structure of the Core Strategy Document**
  - **Programme Officer**
- 4 Local Development Scheme Update**
- 5 Any Other Business**
- 6 Date of Next Meeting**

## **Summary of Main Reasons for selecting Location B – South East of Wigston as our Broad Direction of Growth**

### **Wigston Town Centre**

- Supports our overall strategy and spatial objectives that Wigston is the Borough's main town and a focus for regeneration
- Wigston town centre has the greatest potential for additional growth
- Wigston town centre masterplan will deliver this strategy  
(Note: the Oadby town centre masterplan will ensure continued regeneration of Oadby by developing a complementary role for the town)

### **Accessibility**

- Better existing bus priority along A5199 corridor compared to A6 corridor which is a key element of being able to provide competitive advantage over the car
- Direct access to University, Hospital, major education facilities and employment opportunities
- Direct links to the Borough's largest centre (Wigston) with an associated higher level of local facilities
- The urban fringe areas of the Welford Road corridor are within comfortable walking and cycling distance of Wigston Town centre
- The Borough's only rail station is within relatively close proximity and readily accessible by cycle
- Additional traffic generation on to the Welford Road corridor doesn't impact the existing significant air quality issues concentrated on the London Road/A6 corridor (however, some impact on the Welford Road AQMA area would be generated)

### **Educational Infrastructure**

- There is greater capacity in the existing schools and colleges in Wigston to accommodate growth
- Closer to the improved facilities at South Leicestershire College in South Wigston that will be available from 2010 onwards

### **The Wider Context - Regional Plan and Pennbury**

- Adopted Regional Plan now requires a *minimum* of 40 dwellings per year on the edge of the Principal Urban Area in Harborough district. This could be as high as 174 dwellings per year depending of Harborough's LDF Strategy. This could have a significant impact upon capacity of the Highway Network in Oadby
- Pennbury would have a significant impact upon capacity of the Highway Network in Oadby
- Given these wider issues in relation to the highway network in and around Oadby, when taking the Leicester Principal Urban Area as a whole (without taking into account administrative boundaries) development could be more appropriately accommodated adjacent to the PUA in Wigston without significantly adding to these highways issues.