

Access to Jobs

- 5.4 The main employment opportunities are available within Leicester City Centre. Other employment opportunities are available in industrial estates at South Wigston and further west at Meridian Park. Analysis of 2001 Census travel to work data for Wigston Harcourt Ward shows that of the 3,617 residents in employment some 16% travelled to work in the City Centre. Some 38% of ward residents worked within Leicester and 37% within Oadby and Wigston.
- 5.5 The travel to work data shows there were few jobs within the ward itself, with a significant net outflow of workers. However, the majority of residents travel relatively short distances to access employment opportunities within the Leicester PUA. The provision of an urban extension will enable the provision of some local employment as part of mixed use development proposals.

Table 1

	Workplace population	Lives and works in Ward	% of Workplace population living and working in Ward	Lives in and works outside Ward	Lives outside and works in Ward	Net Flow	% of workplace population living outside but working in Ward
Wigston Meadowcourt Ward	887	549	62%	3,068	338	-2,730	38%

Shopping

5.6 The Proposed Direction for Growth south-east of Wigston is within 1.7 km of Wigston Town Centre. Along with Beaumont Leys, Wigston Town Centre is one of only two town centres within the Leicester PUA identified in the Leicester PUA Strategic Planning Context Report, October 2009. The Core Strategy recognises Wigston as the primary centre within the Borough.

5.7 The Wigston Town Centre Baseline Report, 2007 identified some 27,182 sq m of floorspace in the centre and some 107 units. There are a wide range of retail outlets within the town centre including Sainsburys and Aldi supermarkets. There are a number of independent convenience stores including butchers, bakers and greengocers. There is a Co-operative department store on Bell Street. There are also financial and professional services within the centre including banks, solicitors and estate agents. A number of pubs, restaurants and takeaways provide for a relatively vibrant night time economy. In addition to the supermarkets major national retailers represented include Wetherspoons, Wilkinson's, Greggs, Subway, Thomson, Boots and Co-op Travel.

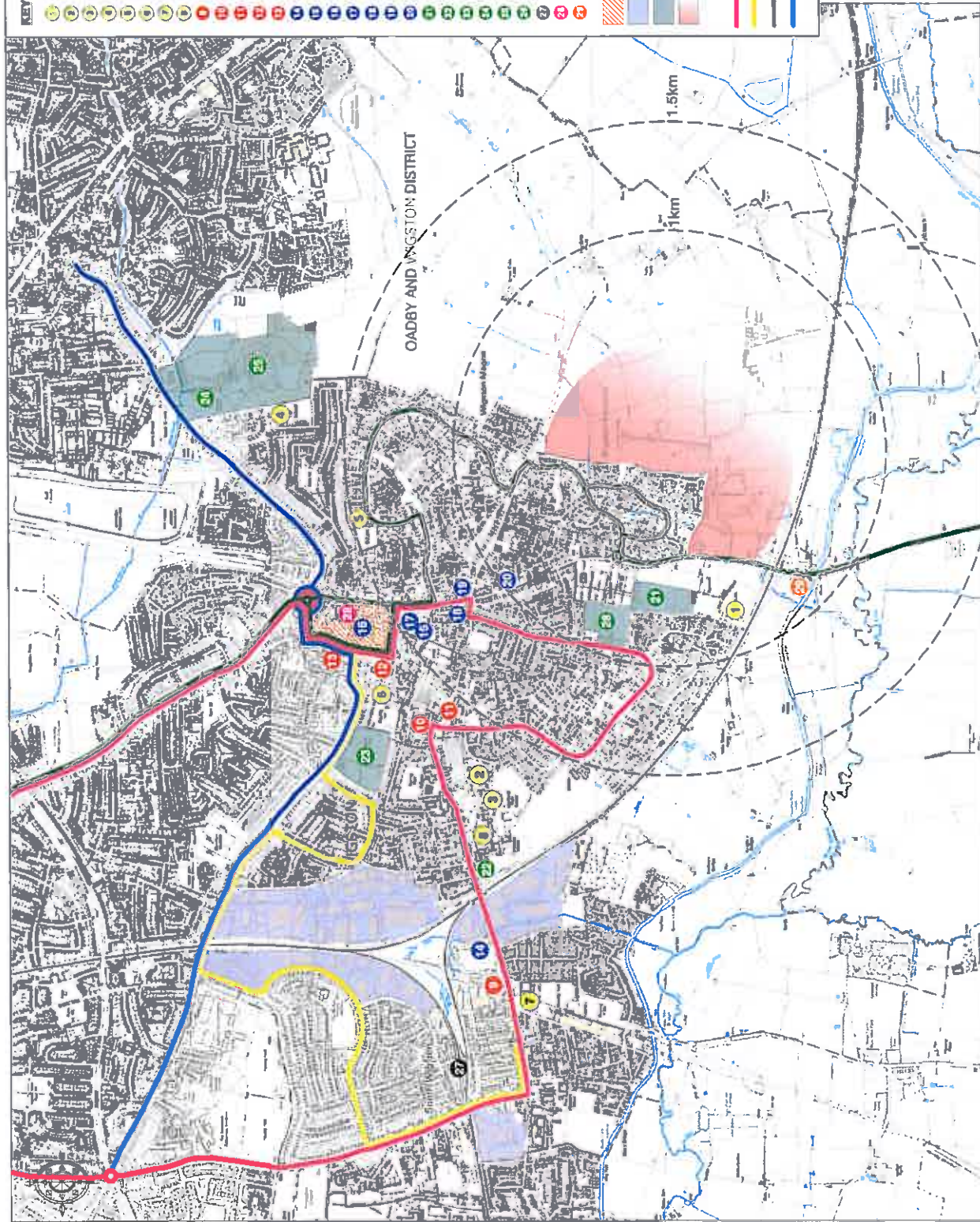
Primary Schools

5.8 The nearest Primary Schools serving the area are The Meadow Community Primary School and Thythorn Fields Community Primary School. With further growth in the region of 500 homes in the area, there is the potential to support the provision of additional primary school facilities in the area.

Middle and Upper Schools

5.9 There are a range of middle and upper schools in the area including Abington High School catering for 10-14 year olds, Guthlaxton College (14-18 year olds), and Bushloe High School (10-14). The new South Leicestershire College is within 3.2 km of the Proposed Direction for Growth.

- KEY**
- Thythorn Fields Community Primary School
 - Abington High School
 - Bushloe High School
 - The Meadow Community Primary School
 - Glenmore Community Primary School
 - All Saints Primary School & Community Centre
 - South Leicestershire College
 - Guthlaxton College
 - South Wigston Health Centre
 - B Safu Doctors
 - C Prdeaux Doctors
 - The Surgery (Doctors)
 - K Baker Doctors
 - Tesco
 - B & Q
 - Sainsburys
 - Aldi
 - Somerfield
 - Butchers Shop
 - Marcus Newsagents
 - South Leicester RFC
 - Wigston Swimming Pool
 - Ayleston Park
 - Parklands Leisure Centre
 - Brocks Hill Country Park
 - Horsewell Lane Recreation Ground
 - South Wigston Rail Station
 - Library
 - Newsellon Inn Public House
- Wigston Town Centre
 - Employment Areas
 - Green Areas / Recreation
 - Direction for growth
 - Bus Routes
 - AmvA service 47/48
 - AmvA service 49A
 - AmvA service 49/49B
 - Service 40 CircleLine - Centribus



Land at Wigston
 Facilities and Services Plan
 David Wilson Homes Ltd
 www.dwh.co.uk
 Team G/LALF
 12th November 2009
 1:25,000 #AA4
EMS.1106_01-1



Health Services and Community Facilities

- 5.10 A range of health services are provided locally, including Doctors Surgeries and Dentists within Wigston Town Centre. There are also direct public transport links to Leicester Royal Infirmary.

Sport and Recreation

- 5.11 The nearest formal recreation facilities are Parklands Leisure Centre within Brocks Hill Country Park and Wigston Swimming Pool on Station Road. The existing public footpaths in the area provide easy access to informal recreation space including the Grand Union Canal corridor at Kilby Bridge, which links westwards into the River Soar green corridor. The River Soar and Grand Union Canal Emerging Strategy, November 2008 identifies the opportunity to develop Kilby Bridge as a 'honeypot' with a greater mix of uses focussed on leisure and tourism.



Summary

- 5.12 The Leicester PUA is identified as a focus for future growth in the East Midlands Regional Plan. This is a reflection of the wide range of services and facilities available within the main urban areas. However, within the PUA the sustainability of particular locations is variable, with parts of the urban area enjoying better access to public transport, employment, shops and services than others.
- 5.13 This is highlighted in the recent Leicester Principal Urban Area Strategic Planning Context Report, October 2009. The assessment of the strategic and local context for the Proposed Direction for Growth set out above confirms that Wigston is one of the more sustainable locations within the Leicester PUA. Wigston Town Centre is one of the primary retail centres outside the City Centre and there are frequent high quality bus services linking to the City Centre. Access to education and community facilities is good and there are also easy links to strategic areas of green infrastructure. These factors make the Proposed Direction for Growth a highly sustainable location capable of accommodating future development to meet the housing and employment needs of the PUA.

6 A Justified and Effective Development Solution





6.0 A Justified and Effective Development Solution

- 6.1 For the Core Strategy to meet the tests of soundness it needs to be adequately justified by a robust and credible evidence base and provide a strategy that is deliverable and flexible to deal with changing circumstances.
- 6.2 In preparing the submission version of the Core Strategy the Borough Council has prepared and commissioned a number of technical studies which support the selection of the location south-east of Wigston as the most sustainable direction for growth.
- 6.3 To support its proposals for the development of land north and south of Cooks Lane, David Wilson Homes has commissioned a number of technical studies to demonstrate that there are no overriding constraints to development in this location. The findings of these technical studies are summarised below.

Transport

- 6.4 As part of the Core Strategy evidence base, Oadby and Wigston and Harborough District Council jointly commissioned an Assessment of Highways and Transport Implications by Ove Arup and Partners. The study considered a range of different development scenarios in Oadby and Wigston including development options along the A6 and Welford Road corridors. The assessment highlighted a number of benefits with development off the Welford Road corridor including:
- Better existing bus priority provision;
 - Direct access to the University, hospital, major education and employment opportunities;
 - Direct links to Wigston Town Centre;
 - No impact on significant air quality issues on the London Road/ A6 corridor.

6.5 David Wilson Homes has commissioned a Transport Feasibility Study by Waterman Boreham and this is included as part of this submission. Two points of access have been identified off Welford Road and Newton Lane to serve a development east of Welford Road. An assessment of traffic generation has confirmed that these proposed junctions would operate with spare capacity. The development would provide the opportunity to close the existing Cooks Lane junction with Welford Road. A further transport assessment would be necessary to consider any mitigation necessary in relation to the Welford Road/Guthlaxton Way junction and Welford Road/ Newton Lane.



Archaeology







- 6.8 An Archaeological Desk Based Assessment has been undertaken by CgMs. This has identified significant potential for Bronze Age finds to the south of Newton Lane. There may also be some potential for archaeology from the Iron Age and Roman period. Whilst some further investigation may be necessary the assessment concludes that archaeology will not provide a fundamental impediment to development.

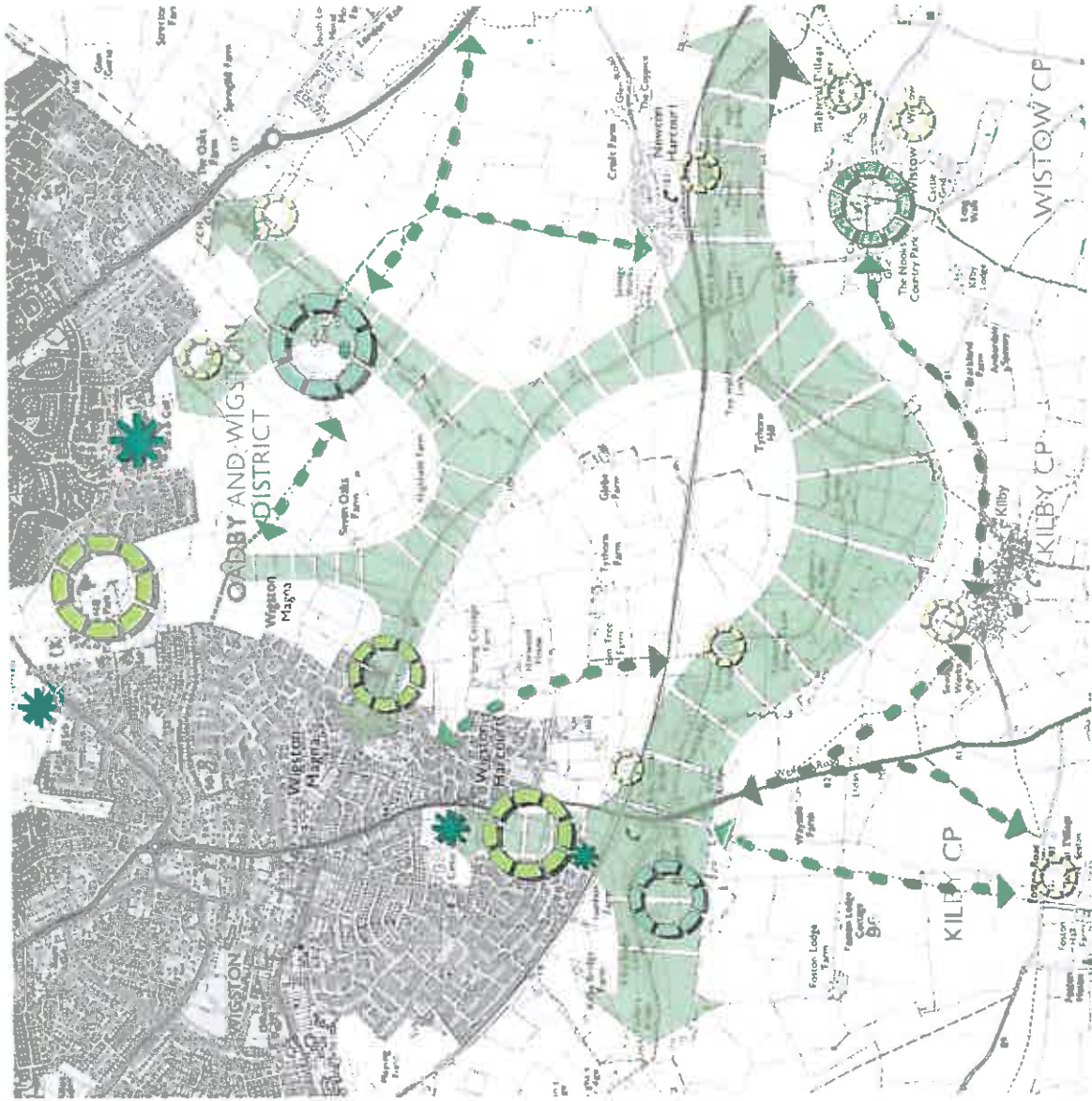
Landscape Constraints and Opportunities

- 6.9 A landscape strategy has been prepared which considers the landscape context to the south east of Wigston and looks at opportunities to connect into and enhance existing green infrastructure networks.
- 6.10 The undulating landform east of Wigston restricts distant views and contains the settlement edge to a restricted number of short distance views from roads and footpaths. Further to the south there is a distinct change in landform beyond the Midland Mainline railway. The undulating landform east of Wigston restricts distant views and contains the settlement edge to a restricted number of short distance views from roads and footpaths.

- 6.11 The aim of the green infrastructure strategy is to utilise and where necessary create links across the countryside making these assets accessible from the surrounding settlements. The strategy comprises the following:
- A principal network of green space with the potential to provide new links to Brocks Hill Country Park and associated areas of Green Wedge;
 - A secondary network of greenways that provide public access to both the principal green infrastructure and primary/secondary destinations in the wider landscape;
 - A series of principal green infrastructure destinations that focus on the most important assets in the wider environment, such as the county parks, and established wildlife/biodiversity sites;
- A series of green gateways that will help define the principal bridges from built-up areas into the countryside. The majority of these gateways were identified in the Local Authority's landscape character assessment and have been embellished as part of this strategy;
 - Secondary green infrastructure destinations that will feed from the catchments of more established attractions. These destinations include cultural heritage assets, local wildlife resources and specialist outdoor sports/pursuits centres.

Key

-  Principal green infrastructure network
-  Secondary greenways
-  Green pathway/bridge to and from the countryside
-  Principal green infrastructure destinations
-  Secondary green infrastructure destinations
-  Urban fringe destinations



A Deliverable Opportunity

- 6.12 PPS12 highlights the importance for core strategies to be underpinned by robust infrastructure planning considering any necessary physical, social and green infrastructure requirements and ensuring that there are no regulatory or national policy barriers to delivery. It is important that, as far as is possible, any proposed strategy can be effectively delivered and is sufficiently flexible to respond to changing circumstances.
- 6.13 David Wilson Homes has a controlling interest on land likely to form part of the Proposed Direction for Growth. These land interests offer the opportunity to deliver some 450 homes and associated employment opportunities. There is the potential to bring forward development on the site from 2012 following adoption of the Allocations DPD.
- 6.14 The technical studies which have been undertaken confirm that the site is not subject to any overriding physical or environmental constraint that could preclude its development. The transport assessments that have been undertaken demonstrate that there is sufficient capacity within the highway network to accommodate the development proposed.
- 6.15 To the south of the railway line there is the Kilby Bridge Pit Regionally Important Geological site and the Grand Union Canal and Limeselves SSSI. The proposals for the Direction for Growth will not adversely affect these interests. Any mitigation required will be incorporated as part of the development proposals.

7 Summary and Conclusions





7.0 Summary and Conclusions

- 7.1 As part of the Core Strategy submission document, Oadby and Wigston are proposing a Direction for Growth to the south – east of Wigston to provide some 450 homes to help meet strategic housing requirements over the period to 2026.
- 7.2 The proposed Direction for Growth forms a key component of the spatial strategy for the Borough. It represents a justified and deliverable development opportunity which satisfies the required tests of soundness.
- 7.3 David Wilson Homes have a controlling interest in land in the area and will therefore play a key role in delivering the development proposals. This report has considered the sustainability of Wigston in the wider context of the Leicester PUA and assessed more local constraints and opportunities in association with development to the east of Welford Road. A number of technical studies have been commissioned and have been submitted alongside these representations.
- 7.4 These further assessments support Oadby and Wigston Borough Council's conclusions that the proposed Direction for Growth represents the most appropriate strategy for future growth in the Borough.

South – East Wigston – Sustainable Growth for Oadby and Wigston

- A sustainable mixed use development that can deliver housing in the medium term to help meet future housing requirements;
- Close to Wigston Town Centre- the Borough's main town offering a wide range of shopping and cultural facilities;
- Potential to support the regeneration of Wigston Town Centre;
- Proximity to high quality public transport routes providing access to Leicester City Centre and other key destinations;

- Development can be accommodated on the highway network without significant negative impacts;
- No impact on existing congestion and air quality issues affecting the A6 corridor;
- No impact on existing Green Wedges and opportunity to provide enhanced green infrastructure connecting to the Grand Union Canal corridor;
- Support for leisure and tourism regeneration at Kilby Bridge.

web site: www.ppg-llp.co.uk

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