

Sustainability Report

Sustainability Appraisal of the
Oadby Town Centre Area Action Plan

for
Oadby and Wigston Borough Council

November 2007



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Reference: Oadby Town Centre Area Action Plan – Sustainability Report – November 2007				
Issue	Prepared by	Checked by	Verified by	
V1	1/11/07			
V2	-			
V3	-			
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File Ref: N:\Projects\E6501-E7000\E006915-15\reports\Appraisal Stage\Oadby AAP Sustainability Report\Oadby Town Centre AAP Sustainability Report.doc				
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OADBY AND WIGSTON BOROUGH COUNCIL**SUSTAINABILITY APPRAISAL OF THE
OADBY TOWN CENTRE AREA ACTION PLAN****SUSTAINABILITY REPORT****NOVEMBER 2007****CONTENTS**

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ABBREVIATIONS

AAP	-	Area Action Plan
AQMA	-	Air Quality Management Area
DCLG	-	Department of the Communities and Local Government
DPD	-	Development Plan Document
EAR	-	Economic Activity Rate
FRA	-	Flood Risk Assessment
HER	-	Historic Environment Record
IRF	-	Integrated Regional Framework
JSA	-	Job Seekers Allowance
LDS	-	Local Development Scheme
LNR	-	Local Nature Reserve
LTP	-	Local Transport Plan
NAEI	-	National Air Quality Emissions Inventory
NPFA	-	National Playing Fields Association
ODPM	-	Office of the Deputy Prime Minister
PPS	-	Planning Policy Statement
RSS	-	Regional Spatial Strategy
SA	-	Sustainability Appraisal
SAM	-	Scheduled Ancient Monument
SCI	-	Statement of Community Involvement
SEA	-	Strategic Environmental Assessment
SINC	-	Site of Importance for Nature Conservation
SOA	-	Super Output Area
SSSI	-	Site of Special Scientific Interest
SuDS	-	Sustainable Drainage Systems
SPD	-	Supplementary Planning Document
WYGE	-	White Young Green Environmental

1.0 NON TECHNICAL SUMMARY

1.1 Introduction

Oadby and Wigston Borough Council (as the Local Planning Authority for Oadby and Wigston Borough) are developing an Area Action Plan (AAP) and associated masterplan for Oadby Town Centre. These documents will have statutory status and will be adopted as part of the Oadby and Wigston Borough Local Development Framework (LDF) to replace their existing Local Plan. The AAP will focus on regeneration, environmental improvements and development of Oadby Town Centre.

Under the Environmental Assessment of Plans and Programmes Regulations 2004 it is a requirement that plans (setting out a framework for development and likely to have significant environmental effects) are subject to Strategic Environmental Assessment (SEA). Local Planning Authorities are therefore required to carry out a SEA of the documents which make up their LDF.

Under the Planning and Compulsory Purchase Act 2004 Sustainability Appraisal (SA) is also mandatory for LDF documents. SA is a process through which the sustainability of a plan under preparation is assessed. SA addresses social, economic and environmental issues in an integrated manner.

White Young Green Environmental (WYGE) has been commissioned by Oadby and Wigston Borough Council to undertake a combined SA and SEA of the Oadby Town Centre AAP. The combined approach to SA adopted by WYGE is simply referred to as SA throughout this Sustainability Report.

1.2 Development of the Sustainability Appraisal Framework

In June 2005 WYGE undertook Stage A (Scoping Stage) of the SA of the Oadby and Wigston LDF on behalf of Oadby and Wigston Borough Council. This resulted in the production of a SA Scoping Report for the Oadby and Wigston LDF, including development of a SA framework to appraise documents making up the LDF. The SA framework for the Oadby and Wigston LDF has been used to appraise the Oadby Town Centre AAP.

The SA Scoping Report of the SA of the Oadby and Wigston LDF details the outcomes of the following activities:

- Review of other plans and programmes of relevance to the Oadby and Wigston LDF;
- Collation of social, economic and environmental baseline data for Oadby and Wigston Borough;
- Identification of key sustainability issues; and
- Development of SA objectives.

The SA Scoping Report was issued for consultation (sent to statutory consultees and published on the Oadby and Wigston Borough Council website) in June 2005.

To ensure that the SA framework for the Oadby and Wigston LDF was up-to-date and relevant to the Oadby Town Centre AAP, WYGE undertook the following activities between February and June 2007:

- Review of key plans and programmes of specific relevance to the Oadby Town Centre AAP;
- Collation of social, economic and environmental baseline data;
- Identification of the current social, economic and environmental situation in Oadby Town Centre; and
- Identification of key sustainability issues.

A Scoping Consultation Document was sent to statutory and non-statutory consultees in February 2007 to allow for comments on the proposed approach to the SA.

1.3 Sustainability Appraisal of the Oadby Town Centre Area Action Plan Issues and Options

Taylor Young, in conjunction with Oadby and Wigston Borough Council, developed a number of options for the Oadby Town Centre AAP. These were split into low, medium and high level intervention options. WYGE appraised the options identified for each Character Area within the Town Centre, using the SA framework.

The SA of the Oadby Town Centre AAP Options enabled the social, economic and environmental effects associated with the options to be determined. Changes to the options or mitigation measures were recommended to reduce potential adverse effects, and maximize beneficial effects.

1.4 Sustainability Appraisal of the Oadby Town Centre Area Action Plan Preferred Options

Following a period of consultation on the Oadby Town Centre AAP Issues and Options Report, Taylor Young, in conjunction with Oadby and Wigston Borough Council, developed the Preferred Options for the AAP. The Preferred Options Report sets out Oadby and Wigston Borough Council's preferred approach to future development within Oadby Town Centre.

The SA framework developed during the Scoping Stage was used to appraise the Oadby Town Centre AAP Preferred Options.

The SA identified a number of likely social, economic and environmental effects associated with implementation of the Oadby Town Centre AAP Preferred Options. Effects were identified as being of a beneficial, adverse or unknown nature.

Potential beneficial effects of the Oadby Town Centre AAP include:

- New residential development improving the provision of housing in Oadby.
- New retail development improving provision of services in the Town Centre.
- Improvements to the public realm, which may encourage more people to walk instead of using the private car, resulting in improvements in health, increased participation in leisure activities, and reductions in transport related air pollutants and greenhouse gases.
- Increased community interaction and reduced crime levels resulting from improvements to the public realm.
- Use of previously developed land which may help to avoid the need for development of greenfield sites.
- Enhancements to the townscape of Oadby Town Centre which may increase economic development and inward investment, with the knock on effect of job creation.
- Increased job opportunities, both during construction and once operational.
- Increased community safety through use of traffic calming.

Potential adverse effects of the Oadby Town Centre AAP include:

- Minor adverse temporary environmental impacts resulting from construction of the new developments on water quality, air quality, increased greenhouse gas emissions and waste production
- Increased water consumption and wastewater production, energy usage, greenhouse gas emissions, and production of waste once operational.
- Increased traffic associated with the development, which may encourage use of the private car, resulting in associated impacts on health, transport related air pollutants, and greenhouse gases.

Mitigation measures to maximise beneficial effects and minimise adverse effects of the Oadby Town Centre AAP have been developed. These should be incorporated into the development of the Masterplan by Oadby and Wigston Borough Council. In particular, the AAP presents significant opportunities to: ensure that reliance on the private car is reduced; ensure that best practice sustainable design and construction techniques are applied to all proposals; and, ensure

that new development and public realm improvements are sensitively designed so that the townscape of Oadby is protected.

A set of targets and indicators have been developed. These should be used to monitor performance of the Oadby Town Centre AAP against the SA objectives once adopted.

2.0 **INTRODUCTION**

Oadby and Wigston Borough Council (as the Local Planning Authority for Oadby and Wigston Borough) are developing an Area Action Plan (AAP) and associated masterplans for Oadby Town Centre. These documents will have statutory status and will be adopted as part of the Oadby and Wigston Borough Local Development Framework (LDF) being developed by Oadby and Wigston Borough Council to replace their existing Local Plan. The AAP will focus on regeneration, environmental improvements and managing the spatial development of Oadby Town Centre to foster its viability and individual characteristics.

Under the Environmental Assessment of Plans and Programmes Regulations 2004 it is a requirement that plans (setting out a framework for development and likely to have significant environmental effects) are subject to Strategic Environmental Assessment (SEA). Local Planning Authorities are therefore required to carry out a SEA of the documents which make up their LDF.

Under the Planning and Compulsory Purchase Act 2004 Sustainability Appraisal (SA) is also mandatory for LDF documents. SA is a process through which the sustainability of a plan under preparation is assessed. This is to compel Local Planning Authorities to work towards achieving sustainable development thus enabling existing and future residents to satisfy their basic needs and enjoy a better quality of life. SA addresses social, economic and environmental issues in an integrated manner.

White Young Green Environmental (WYGE) has been commissioned by Oadby and Wigston Borough Council to undertake a combined SA and SEA of the Oadby Town Centre AAP. The combined approach to SA adopted by WYGE is simply referred to as SA throughout this Sustainability Report.

The SA process undertaken has resulted in the production of this Sustainability Report. The purpose of this Sustainability Report is to present the findings of the SA process in a manner that can be used for stakeholder and public consultation. This report has the following format:

- | | |
|------------------|--|
| Chapter 1 | Non Technical Summary
The non technical summary provided at the start of the Sustainability Report offers a non technical overview of the SA process and its findings. |
| Chapter 2 | Introduction |
| Chapter 3 | Sustainability Appraisal Process
Provides an overview of the SA process undertaken including details of the consultation process and the SA objectives used to appraise the Oadby Town Centre AAP. |
| Chapter 4 | Background
Details the background to the Oadby Town Centre AAP. |
| Chapter 5 | Baseline and Key Issues
Describes baseline conditions in relation to a series of social, economic and environmental parameters and outlines key sustainability issues that have been considered during the SA process. |
| Chapter 6 | Sustainability Appraisal of the Issues and Options
Outlines the Issues and Options appraisal process and how social, economic and environmental effects were considered in choosing the Preferred Options. |
| Chapter 7 | Compatibility Test
Tests the Oadby Town Centre AAP objectives against the SA objectives. |

Chapter 8 Sustainability Appraisal of the Preferred Options

Predicts the likely social, economic and environmental effects of the Oadby Town Centre AAP Preferred Options and details mitigation to reduce adverse effects and maximise beneficial effects.

Chapter 9 Implementation and Monitoring

Provides details on how the Oadby Town Centre AAP will be implemented and proposals for monitoring its implementation.

Report conditions are set out in Appendix A.

3.0 SUSTAINABILITY APPRAISAL PROCESS

3.1 Requirement for Sustainability Appraisal

SA is a process through which the sustainability of a plan under preparation is assessed. The Planning and Compulsory Purchase Act 2004 requires Local Planning Authorities to carry out SA of their LDF documents.

SEA is a requirement of the EU Directive 2001/42 on the Assessment of Certain Plans and Programmes on the Environment more commonly known as the SEA Directive. The objective of the SEA Directive as stated in Article 1 is:

“...to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans ... with a view to promoting sustainable development...”

The SEA Directive was brought into effect in the United Kingdom on the 21st July 2004 through the Environmental Assessment of Plans and Programmes Regulations. Local Planning Authorities are required to carry out a SEA of their LDF under these regulations.

Although the statutory requirements for carrying out SA and SEA are distinct it is possible to satisfy both through a single but integrated SA process. Such a joint approach is advocated in ODPM¹ guidance. For ease the combined SEA and SA process is simply referred to as SA throughout this Sustainability Report.

3.2 Sustainability Appraisal Regulations and Guidance

The SA process undertaken by WYGE has been developed in accordance with the following national and European regulations and guidance:

- Planning and Compulsory Purchase Act 2004.
- Environmental Assessment of Plans and Programmes Regulations 2004.
- ODPM (2005i) A Practical Guide to the Strategic Environmental Assessment Directive: Practical Guidance on applying European Directive 2001/42/EC on the Assessment of the Effects of Certain Plans and Programmes on the Environment.
- ODPM (2005ii) Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks: Guidance for Regional Planning Bodies and Local Planning Authorities.
- English Nature, Royal Society for the Protection of Birds, Countryside Agency and Environment Agency (2004) Strategic Environmental Assessment and Biodiversity: Guidance for Practitioners.
- European Commission (2001) Strategic Environmental Assessment and Integration of the Environment into Strategic Decision Making.
- Environment Agency (2004) Strategic Environmental Assessment of External Plans and Programmes.

3.3 Sustainability Appraisal Process

SEA is a means of evaluating the environmental acceptability of a plan in a formalised and systematic manner by identifying key environmental issues associated with the study area and how adoption of the plan will influence them. SEA occupies a central position in the hierarchy of land use planning sitting between high level government planning policy and environmental assessment at project level. The SEA process considers similar issues to project level environmental assessment but differs in that the existing environment is examined in broad terms and strategic options are evaluated against environmental objectives. This is because the site specific information needed to complete a project level environmental assessment and quantify environmental effects is not available at the strategic stage.

¹ The ODPM is now the Department for the Communities and Local Government

SA differs from SEA in that it expands the focus of the assessment process to encompass social and economic issues. SA is described by the ODPM Sustainability Appraisal of Regional Spatial Strategies (RSS) and LDFs: Consultation Draft (2004) guidance as:

"...An iterative process that identifies and reports on the likely significant effects of the plan and the extent to which implementation of the plan will achieve the social, environmental and economic objectives by which sustainable development can be defined...."

The combined SA process will identify key social, economic and environmental issues associated with Oadby Town Centre and how adoption of the Oadby Town Centre AAP will influence them. It will help to ensure that significant adverse effects arising from the Oadby Town Centre AAP are either avoided or mitigated. The process will also identify requirements (or indicators) for monitoring the implementation of the Oadby Town Centre AAP following its adoption. Monitoring will identify any unforeseen impacts and inform the next revision or replacement.

3.4 **Objectives of Sustainability Appraisal**

Undertaking SA allows for the social, economic and environmental acceptability of the development options to be determined and thus taken into account in the decision making process. However it should be noted that whilst SA will inform the decision making process, the Oadby Town Centre AAP may not always reflect the development options that are considered most sustainable.

3.5 **Strategic Environmental Assessment Directive Compliance**

This Sustainability Report incorporates the requirements for an Environmental Report as set out in the SEA Directive (Annex I). Table 3.1 summarises the requirements of the SEA Directive, identifies how the requirements have been met and where these are located in the report.

Table 3.1 Strategic Environmental Assessment Directive Compliance

Requirement of SEA Directive	Where covered in the SA of the Oadby Town Centre AAP
a) An outline of the contents, main objectives of the plan.... and relationship with other relevant plans and programmes	Section 4.3.2 of the Sustainability Report. Plans and programmes reviewed as part of the SA process are provided in the SA Scoping Report for Oadby and Wigston LDF (June 2005). Additional plans and programmes reviewed are listed in Section 3.7.2 with the reviews provided in Appendix C of the Sustainability Report.
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan	Section 5.0 of the Sustainability Report.
c) The environmental characteristics of areas likely to be significantly affected	Section 5.0 of the Sustainability Report.
d) The environmental problems which are relevant to the plan including, in particular those relating to any areas of a particular environmental importance	Section 5.0 of the Sustainability Report.

Requirement of SEA Directive	Where covered in the SA of the Oadby Town Centre AAP
<p>e) Any existing environmental protection objectives which are relevant to the plan...</p> <p>...and the way those objectives and any environmental considerations have been taken into account during its preparation</p>	<p>Provided in the SA Scoping Report for Oadby and Wigston LDF (June 2005) and Appendix C of the Sustainability Report.</p> <p>Sections 3 and 5 of the Oadby Town Centre AAP Preferred Option Report.</p>
<p>f) The likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors</p>	<p>Section 8.3 and Appendix F of the Sustainability Report.</p>
<p>g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme</p>	<p>Section 8.4 and Appendix F of the Sustainability Report.</p>
<p>h) An outline for the reasons for selecting the alternatives dealt with...</p> <p>...and a description of how the assessment was undertaken including any difficulties encountered in compiling the required information.</p>	<p>Section 6.5.1 of the Sustainability Report and section 3 and 5 of the Oadby Town Centre AAP Preferred Option Report.</p> <p>Section 8.2 of the Sustainability Report.</p>
<p>i) A description of the measures envisaged concerning monitoring in accordance with Article 10 of the SEA Directive</p>	<p>Section 9.0 and Appendix G of the Sustainability Report.</p>
<p>j) A non-technical summary of the information provided under the above headings</p>	<p>Section 1.0 of the Sustainability Report.</p>

3.6 **Sustainability Appraisal Stages**

The SA process adopted by WYGE for the Oadby Town Centre AAP has been developed following current guidance produced by the ODPM. It involves the following steps:

STAGE A Setting the context and objectives, establishing the baseline and deciding on the scope

- Identifying other plans and programmes of relevance to the Oadby Town Centre AAP.
- Collating baseline data and identifying gaps in the current baseline.
- Identifying baseline conditions and key sustainability issues on the basis of the baseline data collated.
- Developing SA objectives.

- Consulting on the scope of the SA.

STAGE B Developing and refining options and assessing effects

- Testing the Oadby Town Centre AAP objectives against the SA objectives.
- Developing the Oadby Town Centre AAP development options.
- Predicting and assessing the significant effects of implementing the Oadby Town Centre AAP.
- Developing mitigation for any adverse effects and to maximise beneficial effects.
- Developing recommendations for future monitoring requirements or indicators.

STAGE C Preparing the Sustainability Report

Subsequent to the publication of this Sustainability Report the following stage of the SA process will need to be undertaken by Oadby and Wigston Borough Council and WYGE:

STAGE D Consulting on the Oadby Town Centre AAP and the Sustainability Report

- Public participation on the Oadby Town Centre AAP and the Sustainability Report.
- Appraising any significant changes to the Oadby Town Centre AAP.
- Providing information on how the SA and consultation responses were taken into account in preparing the Oadby Town Centre AAP.

Following the adoption of the AAP, the following stage of the SA process will be undertaken by Oadby and Wigston Borough Council.

STAGE E Monitoring implementation of the AAP

- Monitoring significant effects of the Oadby Town Centre AAP once adopted.
- Responding to any adverse effects arising from the Oadby Town Centre AAP following adoption.

3.7 Stage A - Scoping

3.7.1 Links with Sustainability Appraisal Scoping Report

Stage A of the SA (scoping stage) for the Oadby and Wigston LDF was undertaken during early 2005 by WYGE which resulted in production of a SA Scoping Report (June 2005). The SA Scoping Report was sent out to consultees and published on the Oadby and Wigston Borough Council website (www.oadby-wigston.gov.uk).

The SA Scoping Report details the outcomes of the scoping stage, including the development of SA objectives. These SA objectives provide a basis against which to appraise all the DPDs and SPDs which will make up the Oadby and Wigston LDF including the Oadby Town Centre AAP.

The Oadby and Wigston SA objectives are listed in Table 3.2. These SA objectives have been slightly amended following consultee comments on the SA Scoping Report (June 2005).

Table 3.2 Oadby and Wigston Sustainability Appraisal Objectives

Sustainability Appraisal Objective	Economic	Social	Environmental
1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services.	✓	✓	✓

Sustainability Appraisal Objective	Economic	Social	Environmental
2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services.		✓	
3. To provide better opportunities for people to access and understand local heritage and to participate in cultural and leisure activities.		✓	
4. To improve community safety, and reduce crime, anti-social behaviour and the fear of crime.		✓	
5. To promote and support the empowerment of local communities in creating and implementing solutions that meet their needs focusing particularly on young, elderly and deprived people.		✓	✓
6. To promote racial harmony and create cohesive communities.		✓	✓
7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of Biodiversity Action Plan targets.			✓
8. To preserve and enhance the character and appearance of archaeological sites, historic buildings, conservation areas, historic parks and other cultural assets.		✓	✓
9. To protect and enhance the landscape and green spaces in the Borough and to provide opportunities for public access to the countryside.		✓	✓
10. To manage prudently water resources, improve water quality and protect the floodplain.		✓	✓
11. To improve air quality particularly through reducing transport related pollutants.		✓	✓
12. To manage prudently mineral resources and avoid / reduce pollution of land.	✓		✓
13. To minimise energy use and develop renewable energy resources.	✓		✓
14. To reduce greenhouse gas emissions to mitigate the rate of climate change.	✓	✓	

Sustainability Appraisal Objective	Economic	Social	Environmental
15. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.		✓	
16. To improve access to education and training for children, young people, adult learners, the unemployed, the disabled and the deprived.	✓	✓	✓
17. To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local population.	✓	✓	✓
18. To optimise the use of previously developed land, buildings and existing infrastructure.	✓		✓
19. To promote and ensure high standards of sustainable design and construction.	✓		
20. To minimise waste and to increase the re-use, recycling and composting of waste materials.	✓		✓
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.		✓	✓
22. To encourage and develop the use of public transport, cycling and walking.		✓	

3.7.2 Additional Scoping Work Undertaken for the Oadby Town Centre Area Action Plan

To ensure that the SA framework for the Oadby and Wigston LDF was up-to-date and relevant to the Oadby Town Centre AAP, WYGE also undertook the following activities as part of Stage A between February and June 2007:

- Review of additional plans and programmes of relevance to the Oadby Town Centre AAP published since production of the SA Scoping Report;
- Collation of additional social, economic and environmental baseline data;
- Identification of the current social, economic and environmental situation in Oadby Town Centre;
- Identification of key sustainability issues for Oadby Town Centre; and
- Consultation on the proposed SA objectives for Oadby Town Centre AAP.

Additional Consultation

Statutory and non-statutory consultees were contacted during February 2007 with a letter outlining the background to the AAP and a questionnaire. Consultees were asked to make comments on the proposed scope of the SA of the Oadby Town Centre AAP. In particular, consultees were asked for details of any additional plans and programmes which should be reviewed, any additional baseline information which should be collected and any key

sustainability issues they considered to be of relevance to Oadby Town Centre. In addition consultees were asked to comment on the suitability of the SA objectives to appraise the Oadby Town Centre AAP.

Feedback from consultees and details of how these comments have been addressed within the SA is provided in Appendix B.

Plans and Programmes

The following additional plans and programmes were reviewed during April and May 2007:

- Planning Policy Statement (PPS) 3: Housing
- PPS 23: Planning and Pollution Control
- PPS 22: Renewable Energy
- PPS 25: Development and Flood Risk
- PPS 1: Planning and Climate Supplement
- East Midlands Draft RSS
- Leicestershire Local Transport Plan (LTP) 2006 - 2011
- Leicestershire Local Area Agreement
- Leicester Principal Urban Area Housing Availability Assessment
- Oadby and Wigston Employment Land Study
- Oadby and Wigston Housing Strategy 2006-2011

The review of additional plans and programmes is provided in Appendix C.

Baseline and Key Issues

Additional baseline data has been collated for the Oadby Town Centre area. Section 5.0 of this Sustainability Report summarises the baseline and identifies key sustainability issues for the Oadby Town Centre area. Section 5.0 also incorporates any comments raised during consultation on the SA Scoping Report.

3.8 Stages B and C

This Sustainability Report details the findings of Stages B and C of the SA process for the Oadby Town Centre AAP. The SA of the Oadby Town Centre AAP has been undertaken in relation to the SA framework developed during Stage A as detailed above. Further details of the appraisal methodology adopted are provided in Section 8.2.

4.0 **BACKGROUND**

4.1 **Study area**

Oadby Town Centre AAP area is located within the St Peters ward of Oadby and borders the Grange ward and Uplands ward of the Oadby administrative area. Oadby is located to the south of the Leicester City Council administrative area, in the County of Leicestershire. The Oadby Town Centre AAP boundary is shown in Figure 1, along with the surrounding areas which have environmental, social and economic links with the AAP area

The Oadby Town Centre AAP area predominantly comprises the primary and secondary shopping areas of Oadby Town Centre. The primary shopping area is situated east of Sandhurst Street, which forms the northwest boundary of the AAP area, and extends south towards Chestnut Avenue, situated off Leicester Road. This area comprises high street shops and associated car parking, situated predominantly around the Parade. These include Boots the Chemists, Marks and Spencers, a Post Office and Lloyds Pharmacy. Other commercial/retail premises include a number of banks, restaurants, estate agents and green grocers. The area to the west of Oadby Town Centre primary shopping area predominantly comprises residential uses.

The secondary shopping area of Oadby Town Centre is situated predominately on either side of the B5403 Leicester Road/London Road, which intersects across the AAP area from the A6 towards The Parade. A small area north of the A6 adjacent to the northern boundary of the AAP area is also designated as a secondary shopping area. These areas comprise mixed use development, where shopping and other commercial activities are interspersed with residential properties.

A school and allotments are situated adjacent to the northwest boundary of the AAP area. A significant band of land 1km east of the site (including Leicester Racecourse) is designated Green Wedge. The Green Wedge comprises a variety of recreational uses at its northern end, and to the south of the B582, agricultural land of good quality.

The south west boundary of the AAP area extends past Churchill Close and Garden Close, towards Lawyers Lane and nearby residential properties, adjacent to the B582 Wigston Road. St Peters Church, a designated site of archaeological potential, is situated immediately adjacent to the west side of the B582. Land uses south of the AAP area comprise predominantly residential properties and associated gardens.

The A6 Leicester Road/Harborough Road forms the north east to south east boundary of the AAP area. The A6 is the main road providing access to Leicester City Centre. Invicta Plastics factory and car parking is situated in a central position along the eastern boundary adjacent to the A6 Leicester Road/London Road. Residential properties exist on the eastern side of the AAP area, off Brooksby Close and Brooksby Drive, south east of the Parade, and north of the B5403 London Road bordering the Morwoods and King Street in the south east of the AAP area. Land uses north and east of the AAP area comprise predominantly housing. A large area of natural green space is situated east of the AAP area off Uplands Road.

The southern boundary of the AAP area is bound by Milton Gardens and extends north east towards the residential area of the Morwoods and the A6 Harborough Road. An area of significant urban open space called the Chicken Walk exists adjacent to the southern boundary, which leads from London Road to Brocks Hill Drive (also known as Lawyers Lane). Wash Brook flows through the southern end of the AAP area along part of the southern boundary under Lawyers Lane south west towards Wigston.

The majority of the southern part of the AAP area is designated a Conservation Area. The London Road/St Peters Conservation Area extends north from the southern boundary, along the B5403 Leicester Road, and includes a stretch a land east of Brooksby Close. In addition, St Peters Church, and the area of land surrounding the Church building, is identified in the Oadby and Wigston Borough Local Plan as an area of archaeological potential.

4.2 Oadby and Wigston Local Development Framework Process

4.2.1 Local Development Frameworks

Fundamental changes to the planning system have been introduced through the Planning and Compulsory Purchase Act 2004 which requires Oadby and Wigston Borough Council to adopt a LDF in place of their existing Local Plan. The LDF will eventually become the document setting out guidelines for the development of Oadby and Wigston Borough.

In the transitional period, certain policies in the Local Plan will retain development plan status and be saved for three years or until those policies are superseded by the adoption of LDF documents. The Oadby and Wigston Borough Local Plan (adopted in 1999) details a number of policies applicable to the Oadby Town Centre AAP area. Details of the policies that are to be saved, as well as those that are not to be saved (and explanations as to why they are not being saved) are provided in Appendix D.

PPS 12 sets out the new LDF process. It requires Local Planning Authorities to adopt a spatial planning approach. The LDF will not be restricted solely to land use issues such as identifying where new houses, employment, retail and leisure facilities should be built. It will go beyond traditional land use planning by integrating policies for the development of land with policies that influence the nature of places and how they function.

The LDF will comprise of a number of Development Plan Documents (DPD) which will have statutory status. The proposals and policies set out in them will guide planning decisions. It will also comprise of a number of Supplementary Planning Documents (SPD) that are non-statutory and can be prepared to support the delivery of major development sites or complex policy areas. SPDs will be taken into account as a material consideration in determining planning applications.

Oadby and Wigston Borough Council have produced a Statement of Community Involvement (SCI) and a Local Development Scheme (LDS) as part of their LDF. The SCI outlines how and when Oadby and Wigston Borough Council intend to consult the local community and other stakeholders when preparing the documents which make up their LDF. The LDS establishes a programme for delivering the LDF over a three year period. It identifies which DPDs/SPDs will be produced, in what order and when.

The overarching document for the LDF is the Core Strategy. This will set out the principal elements of the planning framework for Oadby and Wigston Borough. Oadby and Wigston Borough Council consulted on a Preferred Option paper for the Core Strategy between April and June 2006. However, as a result of representations received, and the subsequent publication of the draft East Midlands RSS, Oadby and Wigston Borough Council are revising the Core Strategy Preferred Options. These are likely to go out for consultation in summer 2008.

4.3 Oadby Town Centre Area Action Plan

4.3.1 Background

The Oadby Town Centre AAP will be a key document which focuses on regeneration, environmental improvements and management of the spatial development of Oadby Town Centre to foster its viability and individual characteristics. The AAP will have statutory status as a DPD, and will be adopted as part of the Oadby and Wigston Borough LDF.

Taylor Young, in conjunction with BE Group and Faber Maunsell produced a Baseline Report in April 2007, presenting the first of a series of stages in the production of Oadby Town Centre AAP. The Baseline Report informed the development of the options set out in the Issues and Options Report produced by Taylor Young, in conjunction with Oadby and Wigston Borough Council in June 2007. The Preferred Options Report follows the Issues and Options Report, and puts forward the preferred approach for the AAP.

4.3.2 Vision and Objectives

Taylor Young, in conjunction with Oadby and Wigston Borough Council, have developed a vision and objectives for the Oadby Town Centre AAP.

The vision for the future of the Town Centre is:

“An attractive, safe, successful and desirable Town Centre in which to spend shopping and leisure time. Oadby will be seen as a place in which to live and invest, providing shops, jobs and services to its local population and beyond”.

In order to achieve the vision, the following objectives have been set for the Oadby Town Centre AAP:

- To establish a distinct and sustainable role for Oadby.
- To encourage the growth of economic and social benefits for local people.
- To create a safe, distinctive and pedestrian friendly environment.
- To achieve an attractive and accessible place to shop, live and work.
- To ensure that Oadby reflects high quality and inspirational design.
- To link the town, physically and economically, to its catchment.

4.3.3 Contents of the Preferred Options Report

The Oadby Town Centre AAP Preferred Options Report:

- Provides an overview of the baseline position;
- Gives a summary of the issues and options appraisal;
- Provides a description of public involvement in formation of the document;
- Sets out the preferred options;
- Describes details of planning policy;
- Sets out the Masterplan section; and
- Highlights the next steps that will be taken.

Table 4.1 summarises the preferred options.

Table 4.1 Preferred Options

Character Area: Sandhurst Street	<ul style="list-style-type: none"> • Retail and leisure development. • Commercial space. • Improvements to the public realm.
Character Area: The Parade	<ul style="list-style-type: none"> • Community led scheme (potentially a new library, health facilities or a meeting space). • Mixed-use scheme incorporating retail and residential space. • Improvements to shop fronts. • Improvements to the public realm.
Character Area: Brooksby Drive	<ul style="list-style-type: none"> • Improvements the public realm. • Grant regimes to improve properties.
Character Area: Chapel Street	<ul style="list-style-type: none"> • Improvements to buildings and the public realm.
Character Area: Industrial Quarter	<ul style="list-style-type: none"> • Retail-led, mixed use development, with other potential uses being office space or a place of worship. • Smaller sites within the area may be appropriate for community or residential uses.
Character Area: The Village	<ul style="list-style-type: none"> • Change in the short term is not anticipated, but residential or community use would be the preferred option should sites become available.
Character Area: Honeywell Close	<ul style="list-style-type: none"> • No proposed changes.

Character Area: Harborough Road	<ul style="list-style-type: none"> • Improvements to the public realm. • Potential for traffic calming measures.
Character Area: London Road East	<ul style="list-style-type: none"> • Potential for residential development. • Improvements to the public realm.
Transport Framework	<ul style="list-style-type: none"> • Improvements to pedestrian and cycle routes. • Increased number of cycle stands. • Traffic management scheme to give priority to pedestrians. • Junction improvement schemes. • Improvements to existing car parking. • Additional disabled car parking bays. • High quality bus stops and facilities. • Improved signage.
Public Realm Framework	<ul style="list-style-type: none"> • Pavement treatments. • Lighting. • Maintenance of incidental green space. • Improvements to aid pedestrian priority. • Street furniture. • Signage. • Shop front improvements.
Planning Policy	<ul style="list-style-type: none"> • Alteration to the Town Centre boundary. • More flexible approach to development. • Key development site allocations. • Recommendations that policies should ensure appropriate car parking, public realm improvements, high standards of design, and traffic impacts and pedestrian accessibility are considered.
Masterplan: East Street Car Park	<ul style="list-style-type: none"> • Retail and leisure development. • Community building (potentially a multi purpose hall and meeting rooms). • Public square. • Potential new place of worship. • Refurbished car parking. • Improvements to the public realm.
Masterplan: Sandhurst Street, The Precinct and Chestnut Avenue	<ul style="list-style-type: none"> • Retail and residential development. • Public square. • Car parking. • Improvements to the public realm.
Masterplan: Harborough Road and The Parade	<ul style="list-style-type: none"> • Commercial and retail development. • Improvements to the public realm. • Traffic calming measures. • Car parking.
Masterplan: Non-physical projects:	<ul style="list-style-type: none"> • Appointment of a Town Centre manager • Development of Town Centre design guidance through consultation, involvement and local ownership. • Development of a strategy for pedestrian routes. • Crime reduction and anti-graffiti initiatives. • Potential youth centre.

5.0 **BASELINE AND KEY ISSUES**

5.1 **Introduction**

The SEA Directive requires the “...*current state of the environment...*” (Annex 1b of the SEA Directive) and the “*environmental characteristics of areas likely to be significantly affected...*” (Annex 1c of the SEA Directive) to be identified.

This chapter provides a broad overview of the social, economic and environmental features of the study area. The study area includes the area to be covered by the Oadby Town Centre AAP (the AAP area) plus surrounding areas which have environmental, social and economic links with the AAP area. Figure 1 shows a plan of the AAP area and its surrounding area.

The AAP area is situated within the electoral ward of Oadby St Peters and predominantly falls within the Oadby and Wigston Lower Layer Super Output Areas (SOA) 003E and 003F, as shown in Figures 2 and 3. The eastern boundary of the AAP area borders the electoral wards of Oadby Grange and Oadby Uplands. In addition, part of the western boundary of the AAP area is situated within Oadby and Wigston SOA 003D. The social, economic and environmental features of these SOAs have therefore been taken into consideration. Buildings situated within the northern boundary of the AAP area north of the A6 Leicester Road fall within Oadby and Wigston SOA 001B, however, given that there are few buildings within this part of SOA 001B, the social, economic and environmental features of this area have not been included.

SOAs are small areas of consistent size across the country specifically introduced to improve the reporting and comparison of local statistics. Lower Layers SOAs have a minimum population of 1,000 people. Where data is available at ward or SOA level it has been collected based upon these locations. For some parameters it has been necessary to use baseline information for larger areas, for example the Borough of Oadby and Wigston as a whole, as local level data are not always available.

The following social, economic and environmental parameters have been considered:

Socio-Economic:

- Economy and Employment;
- Population;
- Deprivation;
- Crime;
- Health;
- Education;
- Housing;
- Traffic and Transport;
- Leisure and Recreation; and
- Access to Services.

Environmental:

- Water Environment;
- Biodiversity and Nature Conservation;
- Landscape;
- Geology;
- Waste Management;
- Cultural Heritage and Archaeology;
- Noise; and
- Air Quality and Climate Change.

Key sustainability issues have been identified at the end of each section.

Additional baseline data for Oadby and Wigston Borough as a whole (including GIS maps and baseline data spreadsheets) are provided in the SA Scoping Report of the SA of the Oadby and Wigston LDF, produced by WYGE in June 2005.

5.2 **Socio-Economic Baseline**

5.2.1 Introduction

This section sets out the existing situation in the study area with regards to the local economy and employment, population, deprivation, crime, health, education, housing, traffic and transport, leisure and recreation and access to services. The socio-economic baseline has been established with reference to:

- National Statistics website (www.statistics.gov.uk)
- NOMIS - Official Labour Statistics (www.nomisweb.co.uk)
- Government Office for the East Midlands (www.goem.gov.uk)
- Oadby and Wigston Borough Council Corporate Plan (2006)
- Oadby and Wigston Borough Council website (www.oadby-wigston.gov.uk)
- DCLG Floor Targets Interactive website (www.fti.neighbourhood.gov.uk)
- Audit Commission Best Value Indicators (www.audit-commission.gov.uk)
- Oadby and Wigston Crime Reduction Partnership Strategy (2002 – 2005)
- South Leicestershire Primary Care Trust Annual Report (2005 – 2006)
- Community Health Profiles website (www.communityhealthprofiles.info/)
- Land Registry Property Database website (www.landreg.gov.uk)
- Leicestershire Local Transport Plan 2 (2006 – 2011)
- Central Leicestershire Local Transport Plan 2 (2006 – 2011)
- Multi-map.com website (www.multimap.com)
- Oadby and Wigston Local Agenda 21 Strategy
- Oadby and Wigston Borough Local Plan (adopted in 1999)
- Leicester Urban Potential Housing Study (2003)
- Taylor Young (2007) Oadby Town Centre Area Action Plan Baseline Report
- Rights of Way Improvement Plan for Leicestershire 2006-2011
- East Midlands Regional Economic Strategy 2003-2010
- Leicester and Leicestershire Economic Regeneration Strategy 2003-2012

5.2.2 Local Economy and Employment

Oadby Town Centre is classed as a 'District Centre' by the Central Leicestershire Retail Study (2003). It provides local services to the residents living south east of Leicester, with a catchment area that extends to Blaby in the west, Fleckney and Kibworth in the south, Thurnby in the north and east into Leicester's hinterland. Retail is focused around The Parade and its side streets, which contain most of Oadby's large multiple stores, notably supermarkets and large chain pubs / restaurants such as Wetherspoon. The Parade is also a focus for financial and professional services, with five banks and seven estates.

In 2001 the industry sectors employing the largest proportions of residents in Oadby and Wigston SOA 003E were manufacturing (17.84%), wholesale and retail, including the repair of motor vehicles (16.94%) and real estate, renting and business activities (13.51%). The industry sectors employing the largest proportions of residents in Oadby and Wigston SOA 003D and SOA 003F were manufacturing (20.28% and 13.72%) and wholesale and retail, including the repair of motor vehicles (17.85% and 15.45%). Education employed 10.55% of people in SOA 003D, and 14.06% of people were employed in health and social work in SOA 003F.

In June 2004 to May 2005 the Economic Activity Rate (EAR) (% of working age population) in Oadby and Wigston Borough was 78.0%, compared to 84.0% in Leicestershire and 78.7% in England respectively. In addition, the EAR for the Oadby and Wigston Borough has decreased by 7.8% since the 2002 to 2003 period. This indicates that Oadby and Wigston Borough is behind

other Boroughs in Leicestershire in terms of its EAR.

The average gross weekly pay for full time workers in the Oadby and Wigston Borough is significantly lower than the national average. In 2006 the average gross weekly pay for full time workers in Oadby and Wigston Borough was £403.90, compared to £456.10 in Leicestershire and £454.40 in England respectively. However, the gross weekly pay for part time workers in Oadby and Wigston Borough in 2006 was higher than the national average at £137.70, compared to £137.50 in England.

Unemployment is highlighted as a priority in Oadby and Wigston Borough. In the period 2005 to 2006 the unemployment rate (% of the working age population) was 4.3%, an increase of 0.4% since 2004. This compares favourably with national and regional unemployment levels (5.1% and 4.7%), however it is higher than the Leicestershire average of 2.9%. In the period 2005 to 2006 the unemployment rate for people aged 16 and over in Oadby and Wigston Borough was 4.1%, compared to 2.9% in Leicestershire, 4.6% in the East Midlands and 5.0% in England.

The claimant rate for Job Seekers Allowance (JSA) in St Peters ward was 2.4 in 2007. This compares favourably with the national of 2.6 respectively. The claimant rate for JSA in St Peters ward is, however, higher than the Oadby and Wigston Borough average of 1.5.

It is recognised that the local economy of Oadby and Wigston Borough is largely dependant on traditional manufacturing jobs with less opportunities being available for employment in the high technology industries and other new sectors. The Oadby and Wigston Corporate Plan identifies the need to diversify the economy away from traditional manufacturing industries.

Oadby and Wigston Borough Council are concerned at the lack of available land for commercial / industrial development which limits job creation opportunities. Consequently, Oadby and Wigston Borough Council consider that it is imperative that existing employment uses should be protected within the identified employment areas. The quality of the environment of existing industrial areas also needs to be improved to make them more attractive places to work.

5.2.3 Population

In 2001 the population of Oadby and Wigston Borough was 55, 795 people. The population of St Peters ward, as measured in the 2001 Census, was 3,937. The population density of St Peters ward at this time was 19.74 persons per hectare. The population of Oadby and Wigston SOAs 003D, 003E and 003F in 2001 were 1,284, 1,330 and 1,323 respectively.

The population densities of SOAs 003D, 003E and 003F in 2001 were 27.31, 11.20 and 39.28 persons per hectare. The low population density of St Peters ward and SOA 003E reflects the fact that these areas comprise predominantly commercial/retail properties and the Leicester Racecourse, situated west of the AAP area.

In 2001 the average age of people in St Peters ward was 45.23 years. This is relatively high compared to 38.92 years in Leicestershire, 38.91 years in the East Midlands and 38.60 years in England. In St Peters ward there are significantly high proportions of people aged 30-44 years (18.75%), 45-59 years (18.44%) and 65-74 years (13.89%), and a low proportion of people aged 15 years (1.32%), 18-19 years (1.83%) and 8-9 years (1.91%). This suggests a predominantly ageing population in St Peters ward and the outward migration of young people from the area.

The average age of people in Oadby and Wigston SOAs 003D, 003E and 003F in 2001 was 45.41 years, 47.21 years and 43.01 years old respectively. Similar to St Peters ward, the average age of people in these SOAs was significantly higher than that of the county, regional and national averages in 2001. In addition, in these SOAs there are significantly higher proportions of people aged 30-44 years, 45-59 years and 65-74 years, and low proportions of people aged 15 years, 18-19 years and 8-9 years. Again, this suggests a predominantly ageing population in SOAs 003D, 003E and 003F and the outward migration of young people from these areas.

In terms of ethnic groups, the 2001 Census revealed that the population of Oadby and Wigston

Borough comprises approximately 18% non-white British, with 11.4% Asian or Asian British: Indian.

Approximately 65% of the population of Oadby and Wigston Borough are stated as being Christian, 6% as Hindu and 3% as Muslim according to the 2001 Census.

5.2.4 Deprivation

The Department for the Communities and Local Government (DCLG) produces Indices of Deprivation at Local Authority and SOA level to identify areas of social and economic deprivation in England. These consist of various measures of deprivation including income, employment, health, education, barriers to housing, the living environment and crime.

Table 5.1 details the Indices of Deprivation rankings for Oadby and Wigston SOAs 003D, 003E and 003F in January 2004. In each case the SOA with a rank of 1 is the most deprived area in the country, and the area with a rank of 32,482 is the least deprived.

Table 5.1 Indices of Deprivation Rankings (2004)

Indices of Deprivation	SOA 003D	SOA 003E	SOA 003F
Rank of Index of Multiple Deprivation*	14,960 / 32,482 46 th Percentile	27,378 / 32,482 84 th Percentile	21,833 / 32,482 67 th Percentile
Rank of Income Score	11,802 / 32,482 36 th Percentile	25,065 / 32,482 77 th Percentile	15,711 / 32,482 48 th Percentile
Rank of Employment Score	8,933 / 32,482 28 th Percentile	22,571 / 32,482 69 th Percentile	14,950 / 32,482 46 th Percentile
Rank of Health Deprivation and Disability Score	17,457 / 32,482 54 th Percentile	25,282 / 32,482 78 th Percentile	27,216 / 32,482 84 th Percentile
Rank of Education and Training Skills Score	12,449 / 32,482 38 th Percentile	24,882 / 32,482 77 th Percentile	25,206 / 32,482 78 th Percentile
Rank of Barriers to Housing and Services Score	31,492 / 32,482 97 th Percentile	30,446 / 32,482 94 th Percentile	30,631 / 32,482 94 th Percentile
Rank of Crime Score	24,594 / 32,482 76 th Percentile	17,901 / 32,482 55 th Percentile	21,050 / 32,482 44 th Percentile
Rank of Living Environment Score	16,163 / 32,482 50 th Percentile	19,210 / 32,482 59 th Percentile	14,432 / 32,482 44 th Percentile

* The Index of Multiple Deprivation incorporates income, employment, health, education, barriers to housing, living environment and crime.

5.2.5 Crime

Crime in Oadby and Wigston Borough is below the national average; the overall crime rate in 2005 was 38.6 per 1,000 population compared to a national average of 62.7 per 1,000 population. However, the overall crime rate in Oadby and Wigston Borough has increased by 2.6 since 2003, whereas the overall crime rate for England has significantly decreased.

As shown in Table 5.1 Oadby and Wigston SOAs 003D, 003E and 003F are ranked in the 76th, 55th and 44th percentiles in the Indices of Deprivation for Crime respectively. This indicator is based on burglary, theft, criminal damage and violence levels, and therefore indicates that these types of crime are not a significant problem in the AAP area.

However, whilst levels of crime are low in Oadby and Wigston Borough, according to the Oadby and Wigston Corporate Plan (2006) there are still a number of trends which are of concern. Consultation indicates that residents placed a high degree of emphasis and priority on tackling crime and disorder, and have expressed fears and concerns about crime in their locality. The biggest concerns of residents were regarding intimidation by groups of young people who they perceive to be threatening, vandalism, graffiti and other deliberate damage to property and vehicles.

There is also a continuing trend of increasing anti social behaviour. According to the Oadby and Wigston Corporate Plan (2006) 24% of all crime committed in Oadby and Wigston Borough was criminal damage, and the numbers of assaults has more than doubled since 1997. There is also a newer trend of rising levels of violent crime, including domestic violence. The binge drinking culture is considered to accompany much of the anti social behaviour in the Borough.

The Oadby and Wigston Crime Reduction Partnership Strategy (2002 – 2005) identifies youth issues as a priority, due to the high levels of anti-social behaviour in youths and a lack of facilities for young people. In addition, road safety has been identified as a priority due to concerns over speeding vehicles and poor driver behaviour in general.

5.2.6 Health

Health in Oadby and Wigston Borough as a whole is good compared with the rest of England. In the 2001 census 7.4% of the Borough's population considered their health to be 'not good' compared to 9.03% for England as a whole. Similarly, male and female life expectancy in Oadby and Wigston Borough was higher than the national average in 2001.

However, the general health of residents in St Peters ward and Oadby and Wigston SOAs 003D and 003E is poor in comparison to Oadby and Wigston Borough, Leicestershire and England as a whole. 2001 Census data show that 63.86% of residents in St Peters ward described their health as 'good', compared to 70.03% in Oadby and Wigston Borough, 70.44% in Leicestershire and 68.76% in England. In 2001 58.72% and 63.83% of residents in SOA 003D and SOA003E described their health as 'good'.

The proportion of individuals with long term limiting illnesses in St Peters ward in 2001 was 20.88%, compared to 22.66% in SOA 003D and 21.95% in SOA 003E. These proportions are significantly higher than both the county, regional and national averages, which were 15.45%, 18.41% and 17.93% respectively. The proportions of individuals with long term limiting illnesses in SOA 003F was 18.07%; this figure is lower than the national average but higher than the county and regional averages.

As shown in Table 5.1 Oadby and Wigston SOAs 003D, 003E and 003F are ranked in the 54th Percentile, 78th Percentile and 84th Percentile in the Indices of Deprivation for Health and Disability.

The level of mortality due to circulatory diseases in Oadby and Wigston Borough during 2004 was significantly below the national average at 63.5 deaths per 100,000 population, compared to 76.0 in England. Similarly, the level of mortality due to cancer in Oadby and Wigston Borough during 2004 was below the national average at 114.8 deaths per 100,000 population, compared to 119.0 in England.

South Leicestershire Primary Care Trust (SLPCT) is responsible for the primary health care in Oadby and Wigston borough. The SLPCT Annual Report (2005 – 2006) highlights the main health related issues in South Leicestershire. In adults, ageing and the predicted increase in obesity is expected to impact significantly resulting in a rise in chronic diseases such as diabetes and coronary heart diseases. In younger people sexually transmitted infections and childhood obesity are increasing. Smoking is considered to be the greatest single cause of preventable death and illness in South Leicestershire.

5.2.6.1 Education

Leicestershire County Council is the Local Education Authority for Oadby and Wigston Borough.

Attainment at GCSE level (percentage of 16 year olds achieving 5+ GCSEs grades A* - C) in Oadby and Wigston Borough is significantly higher than the national average. In 2006 65.2% of 16 year olds in Oadby and Wigston Borough achieved 5+ GCSE grades A* - C, in comparison to 58.4% in Leicestershire, 55.2% in the East Midlands and 58.5% in England. Similarly, attainment at Key Stage (KS) 2 English and KS3 English and Maths in Oadby and Wigston Borough is higher than the national average, with pupils achieving 100% success rates in 2005. Attainment levels at KS2 Maths in Oadby and Wigston Borough is, however, lower than the national average. In 2005 50% of pupils achieved KS2 Maths in Oadby and Wigston Borough, in comparison to 85.9% in Leicestershire and 79.3% in England.

In terms of adult education, in 2003 – 2004 Oadby and Wigston Borough had a lower percentage of economically active adults qualified to National Vocational Qualifications (NVQ) Level 1 compared with national levels (10.2% compared to 15.0% nationally). Oadby and Wigston Borough also had a higher percentage of adults with no qualifications compared to the national average (16.2% of adults had no qualifications in comparison to a national average of 10.5%). However, Oadby and Wigston Borough also had a higher percentage of adults qualified to NVQ Level 2, Level 3 and Level 4 compared to the county, regional and national averages in 2003 – 2004.

As shown in Table 5.1 Oadby and Wigston SOAs 003D, 003E and 003F are favourably ranked in the Education Indices of Deprivation (38th percentile, 77th percentile and 78th percentile respectively). This indicator is based on a range of education and skills data for both children and adults.

5.2.7 Housing

A number of residential properties are situated within the Oadby Town Centre AAP area. These are primarily associated with Brooksby Close and Brooksby Drive, south east of The Parade in the northern part of the AAP area, and north of the B5403 London Road bordering New Street/A6 Leicester Road and the Morwoods and King Street in the south east of the AAP area. In addition, new residential housing has recently been developed within 1 hectare of open space adjacent to the southern boundary of the AAP area, in accordance Policy H7 of the Oadby and Wigston Borough Local Plan.

There are no longer any housing development sites allocated within the Oadby Town Centre boundary given that the remaining allocation has been developed. However, the Urban Potential Housing Study (2003) does identify a limited number of sites within the Town Centre area.

In 2001 40.98% of housing in St Peter ward was owner occupied, compared to 37.80% in Oadby and Wigston Borough, 33.78% in Leicestershire and 29.19% in England. Similarly, in 2001 53.05% and 39.97% of housing in Oadby and Wigston SOA 003E and SOA 003F was owner occupied. The percentage of owner occupied housing in SOA 003D was 29.06% in 2001, which was lower than the national average.

Housing rented from Oadby and Wigston Borough Council or a housing association made up 16.54% of housing in St Peters ward in 2001, compared to 7.95% in Oadby and Wigston Borough and 19.26% in England. Similarly, 1.25% and 13.27% of housing in SOA 003E and SOA 003F was rented from Oadby and Wigston Borough Council or a housing association in 2001. However, the percentage of socially rented housing in SOA 003D was higher than the national average; in 2001 35.8% of housing was rented from Oadby and Wigston Borough Council or a housing association in SOA 003D.

As shown in Table 5.1 Oadby and Wigston SOA 003D, SOA 003E and SOA 003F all have favourable ranking in terms of Barriers to Housing Deprivation (97th Percentile, 94th Percentile and 94th Percentile respectively).

According to the Land Registry online property database the average house price in Oadby and Wigston Borough in the period October to December 2006 was £169,478, which is lower than the county and national averages of £186,669 and £207,573 respectively.

A search based around postcode LE2 5AB in the Oadby Town Centre AAP area identified an average house price of £187,669. This suggests that house prices in the Oadby Town Centre AAP area are high in comparison to Oadby and Wigston Borough, Leicestershire and the national average. However, this data may not be a representative figure of house prices in the area, as it is only based upon a limited range of house sales.

The condition of the Council Housing stock in Oadby and Wigston Borough is good. In 2005 0% of Local Authority homes were classified as non-decent.

The Oadby and Wigston Borough Corporate Plan (2006) indicates that recent studies of housing need show an increasing need for more affordable accommodation in the Borough. As detailed in Section 5.2.2 the average gross weekly pay for full time workers in the Oadby and Wigston Borough is significantly lower than the national average. Similarly, the house price to income ratio in Oadby and Wigston is higher than for the county and the region, meaning that housing in Oadby and Wigston Borough is less affordable than elsewhere.

5.2.8 Traffic and Transport

Road Network

In strategic terms Leicester is well placed with good links to core national and regional networks. Oadby is the far south eastern suburb and as such is less well placed in relation to the major road networks that are concentrated to the west and north of Leicester City. However, the A6 links Oadby directly to Leicester and Kettering, the A14 and Bedford providing links to the south east and east.

The A6 Leicester Road/Harborough Road runs along the north east to south east boundary of Oadby Town Centre. The A6 travels through Leicester City north west of the AAP area, and extends approximately 7.7km north towards the M1 north west of Loughborough (Junction 21). From the south west boundary of the AAP area the A6 travels south west across Leicestershire and Northamptonshire to Bedford where it connects to the A428, A45140 and A421 main roads.

The B5403 Leicester Road/London Road links to the A6 Harborough Road in the south east corner of the AAP area and intersects the AAP area in a north westerly direction to meet The Parade, the primary shopping street in Oadby Town Centre. Where the B5403 becomes Leicester Road, it meets the B582 Wigston Road. The B582 is an orbital route which links Oadby, Wigston and South Wigston. The B667 New Street Road branches off the B5403 London Road and travels in a northerly direction through the AAP area towards the A6 Leicester Road where it heads north through Oadby and Evington to eventually meet the A47.

The A6 Leicester Road/Harborough Road has been identified in the LTP 2 (2006 – 2011) as a congestion problem area, in particular the stretch through Oadby and Wigston Borough to Leicester City Centre, where there are delays to buses and general traffic, in particular inbound in the peak morning period.

According to the Oadby and Wigston Borough Local Plan a number of junction and other road improvements have been programmed for implementation in Oadby and Wigston Borough over the life of the Local Plan, including the along A6 Leicester Road/Harborough Road. The majority of the schemes proposed are designed to alleviate highway problems and the work will be undertaken by the Highway Authority.

It was previously proposed to construct a new link road through land lying to the west of St Peters Church in Oadby, to connect Leicester Road and Wigston Road. However, following installation of a mini roundabout at the Wigston Road, London Road junction the traffic hold-ups which used to occur on the B582 have reduced. Consequently, in the absence of a highway benefit, the Local

Planning Authority has resolved not to proceed with the link road proposal. Oadby and Wigston Borough Council consider that improvements need to be undertaken to the junction of New Street and London Road in Oadby in order to assist further the flow of traffic along the B582.

Private Car Use

In 2001 car ownership in St Peters ward and Oadby and Wigston SOA 003F was high, compared to Oadby and Wigston Borough and the national average. Over 45% of households in St Peters ward and SOA 003F owned at least one car or van, compared to 47% in Oadby and Wigston Borough and 44% in England as a whole. Car ownership in SOA 003D and SOA 003E was, however, lower than the Borough and national averages. In 2001 car ownership in SOA 003D and SOA 003E was 41.22% and 51.96% respectively.

Public Transport, Walking and Cycling

The proportion of residents who use public transport, walk or cycle to work in St Peters ward, SOA 003D, SOA 003E and SOA 003F was 11%, 12%, 9.5% and 11% in 2001. These figures are all lower than the national average of 13%. According to the Oadby and Wigston Borough Corporate Plan (2006) the perceptions of local people are that public transport does not adequately cater for their needs, particularly in relation to travel within the Borough.

Public Transport

The AAP area is located approximately 4km from the nearest railway station (South Wigston Railway Station) and 30.6km from East Midlands Airport. South Wigston Railway Station is located on the Birmingham to Leicester line which allows a five minute journey to Leicester Station. However, this service is very infrequent with trains to Leicester running every two hours during the daytime. There are no direct services from South Wigston Railway Station to either Coventry or Nottingham.

There are a number of frequent bus services operating in the Oadby area. Table 5.2 details the bus services which run within, or in close proximity to, the AAP area. Bus stops are situated on the B5403 Leicester Road/London Road, Wigston Road, The Parade and Chestnut Avenue.

Table 5.2 Bus Services within or around the Oadby Town Centre Area Action Plan Area

Service	Route	Service Operator	Frequency
30	Leicester City Centre – Oadby Centre – Oadby Estates	Arriva	Mon – Sat daytime – no service Mon – Sat evenings – hourly Sunday/Bank Hols – hourly
30A	Leicester City Centre – Oadby Centre – Oadby Estates - Oadby Grange	Arriva	Mon – Sat daytime – no service Mon – Sat evenings – hourly Sunday/Bank Hols – hourly
31	Leicester City Centre – Oadby Centre – Oadby Grange	First/Arriva	Mon – Sat daytime – every 20mins Mon – Sat evening – every 30mins Sunday/Bank Hols – every 30mins
31A	Leicester City Centre – Oadby Centre – Oadby Estates	Arriva	Mon – Sat daytime – every 20mins Mon – Sat evening – every 30mins Sunday/Bank Hols – every 30mins
40	Leicester Outer Circle (clockwise)	Centrebus	Mon – Fri daytime – every 60 mins Mon – Fri evening – no service Sat daytime – every 60 mins Sun daytime – no service

Service	Route	Service Operator	Frequency
40	Leicester Outer Circle (anti-clockwise)	Centrebus	Mon – Fri daytime – every 60 mins Mon – Fri evening – no service Sat daytime – every 60 mins Sun daytime – no service
45	Oadby – Fosse Park	Centrebus	Mon – Sat daytime – every 2 hours Mon – Sat evening – no service Sunday/Bank Hols – no service
131	Oadby – Market Harborough	Arriva Midlands	Mon – Sat daytime – no service Mon – Sat evening – 2 journeys Sunday/Bank Hols – no service
131	Oadby - Leicester	Arriva Midlands	Mon – Sat daytime – no service Mon – Sat evening – 2 journeys Sunday/Bank Hols – no service
302	Oadby – Kibworth – Desborough - Rothwell	Hamiltons and Buckby's Coaches	Mon – Sat daytime – 1 journey Mon – Sat evening – no service Sunday/Bank Hols – no service
302	Oadby – Leicester	Hamiltons and Buckby's Coaches	Mon – Sat daytime – 1 journey Mon – Sat evening – no service Sunday/Bank Hols – no service
RR3	Oadby - Leicester	West End Travel	Mon – Sat daytime – 1 journey (Thurs/Fri only) Mon – Sat evening – no service Sunday/Bank Hols – no service
X3	Oadby – Kibworth – Market Harborough	Arriva	Mon – Sat daytime – every 30mins Mon – Sat evening – no service Sunday/Bank Hols – no service
X3	Oadby – Leicester	Arriva	Mon – Sat daytime – every 30mins Mon – Sat evening – no service Sunday/Bank Hols – no service
X7	Oadby – Market Harborough	Stagecoach United Counties	Mon – Sat daytime – hourly Mon – Sat evening – no service Sunday/Bank Hols – every 2 hours
X7	Oadby – Leicester	Stagecoach United Counties	Mon – Sat daytime – hourly Mon – Sat evening – no service Sunday/Bank Hols – every 2 hours

The Leicestershire LTP 2 has identified that there is considerable scope for increasing the numbers of bus passengers into Leicester City along the London Road corridor. Consequently Leicestershire County Council and Leicester City Council have proposed enhancements along the London Road corridor to encourage the transfer from private car use to public transport. The Scheme is expected to begin in 2007/2008. Improvements to the A6 Leicester Road/Harborough Road are also proposed, to enable better access to employment sites in Oadby through improvements to walking, cycling and public transport routes.

The Oadby and Wigston Local Agenda 21 Strategy highlights the need to improve access to public transport, in particular for people with disabilities, parents, people of social and cultural minority groups and for people on a lower income. An issue raised in the consultation questionnaire responses was that there is an absence of evening and Sunday bus services between Oadby, Wigston and South Wigston.

Walking

There are limited pedestrian circuits in Oadby Town Centre, partially due to the existing layout of the shopping area. Many pedestrian routes to and from The Parade, Sandhurst Street and the eastern end of Chestnut Avenue are also often via narrow alleyways. Some existing barriers within the area hinder pedestrian linkage. The most significant is severance caused by the high

volume of the traffic on the dualled A6. Pedestrians often have to make detours to safely cross using the pedestrian crossings.

Two Public Rights of Way (public footpaths) exist within close proximity to the AAP area. The first public footpath is located off The Parade on the north west side of the AAP area. This public footpath heads south west towards Wigston and branches off to meet Brabazon Road north of Langmoor School, and the B582 Wigston Road. The second public footpath crosses the AAP area east of King Street and heads in a northerly direction across the A6 towards Stoughton.

As detailed in Appendix D, The Parade, situated in the northern part of the AAP area, is currently designated under Proposal SH13 of the Oadby and Wigston Borough Local Plan. Oadby and Wigston Borough Council intend to implement a pedestrian preference scheme along The Parade between its junctions with Chestnut Avenue and Sandhurst Street, to address issues of pedestrian/vehicle conflict resulting from the street being used as a through route for private and public transport.

Leicestershire County Council has produced a Rights of Way Improvement Plan, which considers how best to manage and develop the Rights of Way network in the County for the next 5 years. The County Council is currently developing schemes that include improvements, maintenance and promotion of local path networks that are intended to:

- Increase levels of walking and riding in all sectors of the community;
- Raise environmental awareness;
- Improve social inclusion;
- Encourage tourism and economic development; and
- Contribute towards physical activity levels.

Cycling

There are three main cycle routes in Oadby and Wigston Borough. In accordance with Policy T4 of the Oadby and Wigston Borough Local Plan the Principal Highway Authority has started work on developing a cycle track along the line of the A6 Leicester Road/Harborough Road, which will be continued during the Local Plan period. There is also a dedicated cycle route along Manor Road, approximately 3km from the AAP area, and a cycle route in Wigston, connecting Wigston Town Centre with the Knighton Park cycle track, eventually leading into Leicester City Centre.

At present only one cycle storage facility is provided within Oadby Town Centre, located on the south end of the Parade. According to Taylor Young (2003) these stands are well used indicating that more could be provided.

5.2.9 Leisure and Recreation

Open space and playing fields provide informal and formal recreation for all ages. The Fields In Trust (FIT) recently published the Six Acre Standard. This is a planning guide which aims to ensure that sufficient land is set aside in appropriate locations to enable people of all ages, especially the young, to participate in outdoor play, games, sports and other physical recreation. The FIT suggests a minimum standard of outdoor playing space of 2.4 hectares for 1,000 people, comprising 1.6 hectares for outdoor sport and 0.8 hectares for children's play.

Natural England has developed an Accessible Natural Green Space Standard to guide the creation of green space which recommends:

- An Accessible Natural Greenspace less than 300 metres (in a straight line) from home;
- Statutory Local Nature Reserve (LNR) provided at a minimum level of one hectare per 1,000 population;
- At least one accessible 20 hectare site within 2 kilometres of home;
- At least one accessible 100 hectare site within 5 kilometres of home; and
- At least one accessible 500 hectare site within 10 kilometres of home.

The Oadby and Wigston Borough Local Plan highlights that although a considerable proportion of the Borough is in recreational use, many of the existing facilities in the Borough are private and are only available to restricted user groups. Oadby and Wigston Borough Council therefore want to ensure that existing leisure facilities are not lost and that sufficient provision is made for the future, because, when measured against the FIT standards, there is a substantial shortfall in the outdoor playing space available to residents in Oadby and Wigston Borough.

The only significant open space in Oadby (apart from the church yard) is an area south of the AAP area, adjacent to residential properties associated with the Morwoods. The area is known as the Chicken Walk, and leads from London Road to Brocks Hill Drive (also known as Lawyers Lane).

A large area of natural green space and a sports pavilion are situated approximately 0.3km east of the AAP area off Uplands Road. This space can be accessed via road or public footpath. In addition, tennis courts, a bowls green and open space associated with Ellis Park are located west of Sandhurst Street in the north west of the AAP area and Rosemead Park is located approximately 1km south. Land 1km east of the AAP area (including Leicester Racecourse) is designated Green Wedge in the Oadby and Wigston Borough Local Plan. The Green Wedge spans approximately 1.5km either side of the B582 Wigston Road.

Playing fields associated with Launde Primary School are located adjacent to the A6 on the eastern boundary, and playing fields associated with Langmoor School are located off Lliffe Avenue approximately 1km from the site.

Parklands Leisure Centre is located on the B582 Wigston Road, approximately 1km to the south west. In addition, Oadby Swimming Pool is located off Brabazon Road, south west of the AAP area.

Oadby does not have a significant number of public or community sector facilities. The majority of the Borough's facilities are located in neighbouring Wigston. The only facility of note within Oadby Town Centre is the public library west of the Parade at the end of Sandhurst Street. There are currently plans to replace the existing library as the building is in extremely poor condition.

5.2.10 Access to Services

Access to services within the AAP area is good. A number of key services are provided within Oadby Town Centre's primary shopping area. These include a post office, a medical centre / doctors surgery and a library, and numerous pharmacies, food stores, and supermarkets. The nearest primary school is Launde Primary School adjacent to the A6 on the eastern boundary of the AAP area, and the nearest secondary school is Gartree High School, off Ridgeway, approximately 1-1.5km south east of the AAP area. Leicester BUPA Private Hospital is located off Gartree Road, 2km north of the AAP area.

As highlighted in Section 5.2.10 the nearest Public Open Space to the AAP area is Ellis Park located adjacent to the north west boundary of the AAP area west of Sandhurst Street. Parklands Leisure Centre is located on the B582 Wigston Road, approximately 1km south west of the AAP area. However, tennis courts, a bowls green and children's play equipment are available in Ellis Park.

Facilities considered to be outside a reasonable walking distance from the AAP area (considered to be approximately 800m) include hospitals, secondary schools and leisure centres.

5.2.11 Key Sustainability Issues

- Low Economic Activity Rate in the Borough;
- Below average earnings for full time workers in the Borough;
- Over reliance upon traditional manufacturing jobs with few opportunities being available for employment in high technology industries and other new sectors;
- The need to improve diversification of the economic base;

- High unemployment rates in the Borough in comparison to the rest of the County, in particular for those aged 16 and over;
- The lack of available land for industrial development, which limits job creation opportunities;
- Ageing population of the Borough and the outward migration of young people from the area;
- The need to reduce crime, fear of crime and anti-social behaviour;
- Poor general health of residents in St Peters Ward and Oadby and Wigston SOA 003D and SOA 003E in comparison to the Borough;
- The need to improve education and skills attainment levels off both children and adults in the Borough;
- High house price to income ratio in the Borough compared to the rest of the County and Region;
- The need for more affordable accommodation in the Borough;
- Road traffic congestion and road safety issues on the main roads, especially during peak periods;
- Pedestrian/vehicle conflicts along The Parade as a result of the street being used as a through route for private and public transport;
- Opportunities to encourage walking, cycling and the use of public transport as alternatives to the private car;
- The need to ensure adequate access to and provision of Public Open Space and natural green space;
- The need to protect existing areas of significant urban open space within the AAP area;
- The need to maintain existing leisure facilities and to ensure that sufficient provision is made for the future; and
- Relatively limited access to a hospital and a secondary school.

5.3 **Environmental Baseline**

5.3.1 Introduction

This section sets out the existing environment in the study area, including water, biodiversity, landscape, geology, waste management, cultural heritage and archaeology, noise, air quality and climate change. The environmental baseline has been established with reference to:

- Environment Agency website (www.environment-agency.gov.uk)
- Multi Agency Geographical Information for the Countryside website (www.magic.gov.uk)
- Environment Agency (2006) Spatial Review of Water Supply and Quality in the East Midlands
- East Midlands Water Resources Strategy
- Oadby and Wigston Borough Local Plan (Adopted in 1999)
- Oadby and Wigston Biodiversity Action Plan
- Leicester, Leicestershire and Rutland Biodiversity Action Plan (2002)
- Natural England Nature on the Map website (www.natureonthemap.org.uk)
- Natural England website (www.naturalengland.org.uk)
- Oadby and Wigston Borough Landscape Character Assessment
- Oadby and Wigston Contaminated Land Strategy (2000)
- DCLG Best Value Performance Indicator website (www.bvpi.gov.uk)
- Google Maps website (<http://maps.google.co.uk>)
- Leicestershire Municipal Waste Management Strategy
- Central Leicestershire Local Transport Plan 2 (2006-2011)
- Oadby and Wigston Borough Air Quality Updating and Screening Assessment – Consultation Draft (2006)
- National Atmospheric Emissions Inventory website (www.naei.org.uk)
- English Heritage website (www.english-heritage.org.uk)
- East Midlands Sustainable Development Round Table/Entec (2000) The Potential Impacts of Climate Change in the East Midlands
- Oadby and Wigston Borough Council (2007) London Road and St Peters Conservation Area Appraisal

- Oadby and Wigston Borough Council (2007) London Road and St Peters Conservation Area Appraisal Development Control Guidance
- Taylor Young (2007) Oadby Town Centre Area Action Plan Baseline Report

5.3.2 Water Environment

Surface Water

The Oadby Town Centre AAP area lies within the River Soar catchment area, which covers an area of approximately 1380km². The River Soar rises to the east of Hinckley in south Leicestershire and flows north through Leicester and Loughborough before joining the River Trent at Ratcliffe-on-Soar. There are numerous tributary rivers that join the Soar including the Sence, Rothley Brook, River Wreake and the River Eye.

One stretch of watercourse is situated within the AAP area. Wash Brook is located adjacent to the south east boundary of the AAP area and flows through the southern end, south west under Lawyers Lane then west towards Knighton. Wash Brook eventually meets Saffron Brook near Knighton Park, approximately 1.5km west of the AAP area.

The Environment Agency has two water quality monitoring points situated along Wash Brook. Table 5.3 shows the river water quality classifications and targets for Wash Brook. Both stretches are currently meeting their River Water Quality targets.

Table 5.3 Water Quality Information for Wash Brook (Environment Agency)

River Name: Wash Brook				
Stretch	Chemical Classification	Biological Classification	River Quality Target	Compliance
Culvert Exit near the A50 to Confluence of the River Soar	D Fair (2003 to 2005)	D Fair (2005)	4	Compliant (2003 to 2005)
Oadby Sewage Treatment Works Outfall to Culvert Exit A50	D Fair (2003 to 2005)	-	4	Compliant (2003 to 2005)

Groundwater

In terms of groundwater, the Environment Agency Groundwater Vulnerability Map Sheet Number 23 (Leicestershire) shows that the majority of the underlying geology of the AAP area is classed as a Non Aquifer, with negligible permeability. A small area in the northern part of the AAP area and a stretch in the southern part of the AAP area is underlain by a Minor Aquifer of high permeability². Minor Aquifers do not often produce large quantities of water for abstraction. However, Minor Aquifers are often important both for local supplies and for supplying base flow to rivers. Aquifers of high permeability are highly vulnerable to contaminants from the surface and could possibly transmit a wide range of pollutants.

According to the Environment Agency website there are no Groundwater Source Protection Zones in Oadby and Wigston Borough.

Flood Risk

The Environment Agency floodplain maps provide an indication of the likelihood of flooding in an

² It should be noted that soil information for this area is based on fewer observations than elsewhere; a worst case vulnerability classification has therefore been assumed for these areas.

area. The floodplain map shows that the majority of the AAP area falls outside the extent of the extreme floodplain, which means the Environment Agency considers the chance of fluvial flooding to be 0.1% (equivalent to a 1 in 1000 year period) or less per year. However, an area along the banks of Wash Brook, in the southern part of the AAP area, is designated floodplain. Along the banks of Wash Brook the Environment Agency considers the chance of flooding to be 1.3% (equivalent to 1 in 75 years) or less.

Water Resources and Foul Drainage

The East Midlands Water Resources Strategy produced by the Environment Agency emphasises the increasing scarcity of water in the region. The strategy identifies the East Midlands as one of the driest regions in England and Wales with an average annual rainfall of less than 600mm in places compared to a national average of 1080mm (average from 1961-1990).

Severn Trent Water plc is the sewerage undertaker for the area. In 2006 the Environment Agency assessed whether existing sewage treatment works (over 10,000 population equivalent) in the East Midlands Region were close to the limits of their current consents. The assessment concluded that Leicester City and the surrounding area are at risk of having insufficient sewage treatment capacity to accommodate new housing development.

Two sewage treatment works have been identified which could potentially serve development within the AAP area; Oadby Sewage Treatment Works and Wigston Sewage Treatment Works. According to the assessment undertaken by the Environment Agency in 2006 Oadby Sewage Treatment Works is classified as 'high risk'. Wigston Sewage Treatment Works is classified as 'medium risk'.

5.3.3 Biodiversity and Nature Conservation

Statutory Sites

Sites of Special Scientific Interest (SSSI) are the finest sites for wildlife and natural features in England supporting many characteristic rare and endangered species, habitats and natural features. They are protected under Section 28 of the Wildlife and Countryside Act 1981 as amended.

There are no statutory sites of nature conservation interest located within or immediately adjacent to the AAP area. There is one SSSI in Oadby and Wigston Borough; the Kilby Foxton Canal (part of the Grand Union Canal), located approximately 4.5km south east of the AAP area.

Non Statutory Sites

LNR are non statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is encouraged.

There are no LNRs located within or immediately adjacent to the AAP area. The nearest LNR is Lucas Marsh, situated approximately 800m south of the AAP area. Knighton Spinney LNR is located over 1km east of the AAP area.

Sites of Importance for Nature Conservation (SINC) represent some of the most important land for wildlife outside the statutory SSSI system and are given some protection in the policies of the Borough Council development plans.

There are no SINCs located within or immediately adjacent to the AAP area.

Biodiversity Action Plan Habitats

The Leicester, Leicestershire and Rutland Biodiversity Action Plan (BAP) (2002) identifies local and national priority habitats. It also sets targets for their conservation and outlines mechanisms for achieving these. The Leicester, Leicestershire and Rutland BAP identifies the following key habitats that may exist in the AAP area and the surrounding area:

- Urban habitats, which may include any of the following:
 - remnants of old habitats such as ancient woodland and unimproved meadows;
 - buildings and other structures;
 - derelict land, including disused industrial land, demolition sites and waste ground;
 - wetlands, including rivers, brooks, ponds, lakes, flooded gravel pits and canals;
 - allotments;
 - parks and gardens;
 - plantations, avenues of trees and scrub;
 - amenity grassland;
 - cemeteries and churchyards; and
 - mature trees.
- Woodland and scrub habitat, which may include any of the following:
 - ancient semi-natural woodland;
 - ancient woodland sites containing conifer and/or broad leaved plantations;
 - broad leaved woodland of secondary origin;
 - plantations on non-ancient sites;
 - pasture woodland;
 - orchards;
 - parks and gardens;
 - hedgerows; and
 - scrub.

The Leicester, Leicestershire & Rutland BAP contains Habitat Action Plans for the following habitats which may exist in the AAP area and the surrounding area:

- hedgerow habitat;
- mature trees habitat;
- roadside verge habitat; and
- rocks and built structures habitat.

A biodiversity audit of Oadby and Wigston Borough has also been completed to assess which habitats and species identified within the Leicester, Leicestershire and Rutland BAP are of most relevance to Oadby and Wigston Borough. The biodiversity audit identified the following habitats considered to be most relevant to Oadby and Wigston Borough which may exist in the AAP area and the surrounding area:

- Urban habitats;
- Woodland and scrub habitats;
- Wetland habitats;
- Hedgerow; and
- Mature tree.

Species

The Leicester, Leicestershire and Rutland BAP identifies local and national priority species as well as setting targets for their conservation and mechanisms for achieving these. The Leicester, Leicestershire and Rutland BAP identifies the following key species that may or may not exist in the AAP area and the surrounding area:

Mammals:

- Otter;
- Water vole;
- Noctule bat;
- Pipistrelle bat; and
- Brown long eared bat.

Birds:

- Snipe;
- Yellowhammer;
- Bullfinch;
- Turtle dove;
- Tree sparrow; and
- House martin.

Invertebrates:

- White letter hair streaked butterfly;
- Jewel beetle; and
- Leaf beetle.

The biodiversity audit of Oadby and Wigston Borough identified the following species considered to be most relevant to Oadby and Wigston Borough which may exist in the AAP area and the surrounding area:

- Otter;
- Water vole; and
- Bat species.

5.3.4 Landscape and Visual Amenity

The Oadby Town Centre AAP area predominantly comprises of residential housing, situated around the primary and secondary shopping areas of Oadby Town Centre. The Town Centre core is located on The Parade in the northern part of the AAP area, and comprises retail / commercial. Invicta Plastics occupy a large site on the eastern boundary of the Town Centre AAP area and there are few other pockets of industrial uses interspersed within residential.

The majority of built form within the AAP area is two storey. Brooksby Close and Honeywell Close contain some bungalows which are 1 storey and there are few areas where there are three storey buildings, for example the 'Library' public house on Leicester Road. The office buildings on the Parade and the refurbished residential building on Wigston Road are all 4 storey in height. The 7 storey Invicta tower and the church spire are the tallest buildings, however because of the natural topography they cannot be seen throughout the Town Centre.

Fine examples of architecture exist throughout the Town Centre, in particular within the London Road/St Peters Conservation Area and the art deco semi detached houses which front onto Harborough Road. However, there are also examples of very poor architecture, which detract from the overall look of the Town Centre, for example, office developments and retail fronting onto the Parade and Leicester Road. Much of the fabric outside of the Conservation Area is relatively poor and detracts from the Town Centre as a whole.

The only significant open space in Oadby (apart from the church yard) is an area south of the AAP area, adjacent to residential properties associated with the Morwoods. The area is known as the Chicken Walk, and leads from London Road to Brocks Hill Drive (also known as Lawyers Lane).

Landscape Character

The AAP area falls within the Countryside Agency Landscape Character Area 94: Leicestershire Vales. The key characteristics of this area are given in Table 5.4.

Table 5.4 Leicestershire Vale Landscape Character Area Characteristics

Landscape Character Area	Key Characteristics
Leicestershire Vales	<ul style="list-style-type: none"> • Gentle clay ridges and valleys with little woodland and strong patterns of Tudor and parliamentary enclosure; • The distinctive valley of the River Soar, with flat floodplains and gravel terraces; • The large town of Leicester dominating much of the landscape; • Frequent small towns and large villages, often characterized by red brick buildings; • Prominent parks and country houses; • Frequent, imposing spired churches; • Attractive stone buildings in older village centres and eastern towns and villages; and • Great diversity of landscape and settlement pattern with many sub units.

The Oadby and Wigston Landscape Character Assessment (OWLCA), undertaken by Oadby and Wigston Borough Council, provides a more detailed characterisation of the landscape in Oadby and Wigston Borough. The OWLCA describes the Borough as “...a transition zone between the more distinct plateau and steep sided valley landscapes to the north and east, and the more open, rolling landscapes to the south and west.” The landscape is also influenced by the River Sence valley to the south and the valley of the Upper Soar to the west. The townscape of Oadby is predominantly suburban residential and the OWLCA states that overall it does not have a high level of local distinctiveness.

Designated Sites

Land 1km east of the AAP area (including Leicester Racecourse) is designated Green Wedge in the Oadby and Wigston Borough Local Plan. The Oadby/Leicester/Wigston Green Wedge spans approximately 1.5km either side of the B582 Wigston Road. The Green Wedge comprises a variety of recreational uses at its northern end, but to the south of the B582 is mainly agricultural land of good quality which contains a high proportion of above average quality land.

The Oadby/Leicester/Wigston Green Wedge creates a significant area of open space in the Borough and prevents the settlements of Oadby, Wigston and South Wigston from coalescing. The Green Wedge is important in terms of landscape, and also for recreation and nature conservation purposes. The Oadby and Wigston Local Plan also identifies the Chicken Walk, (an area south of the AAP area, adjacent to residential properties associated with the Morwoods) as an area of significant urban open space, as an important landscape area which should be protected.

The majority of the southern part of the AAP area is designated a Conservation Area. The London Road/St Peters Conservation Area extends north from the southern boundary, along the B5403 Leicester Road, and includes a stretch a land east of Brooksby Close. As highlighted in under Proposal L3 of Oadby and Wigston Borough Local Plan development will not be permitted in, or where it would impact on, the Conservation Area unless:

- The external design and appearance of new buildings and extensions to existing structures will be of a high standard and will preserve or enhance the character and appearance of the area;

- Its location on the site relates well to its surroundings;
- The materials are sympathetic in colour and texture to those of nearby buildings and second hand materials are used where these are appropriate; and
- Existing landscape and built features of value are retained and original materials and elements are reused wherever possible.

5.3.5 Geology

The solid geology of Oadby and Wigston Borough is dominated by Keuper Marl and Lower Lias Clays and Limestones. In addition, there are continual drift layers of Boulder Clay throughout the majority of the Oadby and Wigston Borough. Two bands of alluvium drift deposit are present, one straddling Oadby Town Centre within the AAP area, and the other mainly across South Wigston.

As highlighted in Section 5.3.2 the Environment Agency Groundwater Vulnerability Map Sheet Number 23 (Leicestershire) shows that the majority of the underlying geology of the development site is classed as a Non Aquifer, with negligible permeability. However, a small area in the northern part of the AAP area and a stretch in the southern part of the AAP area are underlain by a Minor Aquifer of high permeability.

Contaminated Land

Contaminated Land is defined in Part IIA of the Environmental Protection Act 1990 as:

“Any land which appears to the Local Authority in whose area it is situated to be in such a condition by reason of substances in, on or under the land, that (a) significant harm is being caused or there is significant possibility of such harm being caused (b) pollution of controlled waters is being or is likely to be caused”.

For a site to meet the definition of contaminated land a pollutant linkage must be established. A pollutant linkage consists of three parts:

- A source of contamination in, or under the ground;
- A pathway by which the contaminant is causing significant harm or which presents a significant possibility of such harm being caused; and
- A receptor of a type specified in the regulations including humans, ecological systems, properties and controlled waters.

Oadby and Wigston Borough Council is the principle regulator with respect to contaminated land in the Borough and produced a Contaminated Land Strategy in 2002, which sets out the approach they are taking in inspecting land for contamination.

There are a number of contaminated and unstable sites in Oadby and Wigston Borough. Oadby and Wigston Borough Local Plan identifies a site in South Wigston which is known to be generating methane to a significant extent.

It is unknown whether any contaminated land exists within the Oadby Town Centre AAP area.

5.3.6 Waste Management

In 2005-2006 the amount of household waste collected in Oadby and Wigston Borough (314.4kg per person) was lower than that of Leicester City (434kg per person) and Leicestershire (545.1kg per person).

Similarly, the percentage of household waste recycled or composted in Oadby and Wigston Borough is higher than that of Leicester City and Leicestershire respectively. In 2005-2006 21.4% of household waste was recycled in Oadby and Wigston Borough, compared to 19.5% in Leicester City and 17.4% in Leicestershire. In 2005-2006 16.2% of household waste was composted in Oadby and Wigston Borough, compared to 9.7% in Leicester City and 21.1% in Leicestershire. All households in Oadby and Wigston Borough are served by a kerbside recycling

collection, compared to 95.2% in Leicester City and 91.1% in England as a whole.

According to Oadby and Wigston Borough Council there are five recycling sites (bring sites) in Oadby. Of these two are located within the AAP area; Asda's car park and East Street Car Park on The Parade. Recycling sites are also located at Leicester University, and Sainsbury's Car Park and the Oadby Owl's Car Park, both of which are on Glen Road. A household waste and recycling centre operates on Wigston Road.

The Leicestershire Municipal Waste Management Strategy has been produced to enable Local Authorities in the County to work together to achieve common goals. It provides a framework under which new collection, treatment and disposal infrastructure can be developed. Future aims include new and enhanced kerbside collections for recyclable materials including the collection of green waste, increased separation of waste particularly green waste for composting, new treatment and processing capacity for waste collected, and an education and awareness campaign.

5.3.7 Cultural Heritage, Archaeology and Material Assets

Archaeological Sites

Scheduled Ancient Monuments (SAMs) are protected archaeological sites or historic buildings considered to be of national importance. There are currently no SAMs in Oadby and Wigston Borough.

There are over 80 known archaeological sites of interest in Oadby and Wigston Borough, which form an important part of its heritage. These are listed on the Historic Environment Record (HER) for Leicestershire and Rutland held by Leicestershire County Council.

According to the Oadby and Wigston Borough Local Plan there is one area of archaeological potential within the AAP area: St Peters Church, and the area of land surrounding the Church building, situated in the southern part of the AAP area. Under Proposal C15 of the Oadby and Wigston Borough Local Plan development will not be permitted on this site unless an initial assessment has been submitted to Oadby and Wigston Borough Council as to whether the site is known or is likely to contain archaeological remains.

It should be noted that there is the potential within Oadby Town Centre for archaeological sites to exist that are currently unknown and so are not specifically designated.

Conservation Areas

Conservation Areas are designated areas of special architectural or historic interest, the character of which is important to preserve.

The majority of the southern part of the AAP area is designated a Conservation Area. The London Road/St Peters Conservation Area extends north from the southern boundary, along the B5403 Leicester Road, and includes a stretch a land east of Brooksby Close.

Oadby and Wigston Borough Council consider the Conservation Area to have special architectural or historic interest which it is desirable to preserve and enhance. Under the Planning (Listed Buildings and Conservation Areas) Act 1990 Conservation Area Consent generally is required before a building or other structure can be demolished. Development will not be permitted in, or where it would impact on, the Conservation Area unless:

- The external design and appearance of new buildings and extensions to existing structures will be of a high standard and will preserve or enhance the character and appearance of the area;
- Its location on the site relates well to its surroundings;
- The materials are sympathetic in colour and texture to those of nearby buildings and second hand materials are used where these are appropriate; and

- Existing landscape and built features of value are retained and original materials and elements are reused wherever possible.

Oadby and Wigston Borough Council undertook an appraisal of the London Road/St Peters Conservation Area in February 2007 and have produced development control guidance for the management of the Conservation Area.

Listed Buildings

Listed Buildings are buildings worthy of protection under the Planning (Listed Buildings and Conservation Areas) Act 1990. Listed Buildings are classified as Grade I (buildings of special architectural interest), Grade II* (important buildings of more than special interest), and Grade II (buildings of special interest).

According to Oadby and Wigston Borough Council there are 40 Listed Buildings in the Borough. Of these, 10 Listed Buildings are located within, or in close proximity to, the AAP area:

- 21 Church Street (Grade II);
- Church of St Peter, London Road (Grade II*);
- The War Memorial, London Road (Grade II);
- 53 London Road (Grade II);
- 67 London Road (Grade II);
- 44 London Road (Grade II);
- 46 London Road (Grade II);
- 48 London Road (Grade II);
- The Nook, Wigston Road (Grade II); and
- The Telephone kiosk adjoining St Peters Church (Grade II).

The Oadby and Wigston Borough Local Plan also detail a Schedule of Significant Local Buildings in the Borough which are considered to be of local historic or architectural interest. They are not subject to any special statutory planning controls, however, many are considered to contribute to the character and appearance of Conservation Areas, therefore will be subject to statutory controls for that reason. The inclusion of a building or group of buildings in the Schedule will be a material consideration when a planning application is being determined.

Table 5.5 lists the buildings of local historic and architectural interest in the Oadby area located within, or in close proximity to, the AAP area. Buildings which are of group, rather than individual, merit are shown in *italics*.

Table 5.5 Schedule of Significant Local Buildings

Street	Building/s
Brocks Hill Drive	<ul style="list-style-type: none"> • “The Elms”
Chapel Street	<ul style="list-style-type: none"> • Ian Wood Photography (former Adult School)
Church Street	<ul style="list-style-type: none"> • No. 23 “Hill Top” • No. 25 “The Orchards” • <i>(Group value: Nos. 2-34 evens)</i>
Harborough Road	<ul style="list-style-type: none"> • “Launde House” (formerly Ferrolene House) • “Oadby Owl” Public House • Nos. 18-26

Street	Building/s
Leicester Road	<ul style="list-style-type: none"> Leicester Racecourse, stands and stabling Oadby Baptist Church Former Urban District Council Swimming Baths No. 81 Brooks House Oadby Court No. 1-5 Memorial North Side of Ellis Park
London Road	<ul style="list-style-type: none"> No. 17 "The Black Dog" Public House Nos. 24-36 (evens) including gate pier and screen Nos. 38-40 (evens) including gate pier and pillar box No. 65A A & J Carter Ltd No. 66 <i>(Group value: Nos. 1, 3, 19, "The Fox" Public House, 68-80 evens)</i>
The Parade	<ul style="list-style-type: none"> Nos. 12-16 "The Old Manor Inn" No. 91
Sandhurst Street	<ul style="list-style-type: none"> Nos. 1-31
Wigston Road	<ul style="list-style-type: none"> St Peters Church Hall The Royal British Legion Moat House Hotel Former house fronting Wigston Road
Bankart Avenue	<ul style="list-style-type: none"> <i>(Group value: all both sides, except Nos. 39,44)</i>
Briar Walk	<ul style="list-style-type: none"> Brocks Hill House
The Broadway	<ul style="list-style-type: none"> No. 6 <i>(Group value: Nos. 8, 73)</i>
The Fairway	<ul style="list-style-type: none"> Nos. 32, 34, 43, 45 <i>(Group value: No. 18)</i>
Gartree Road	<ul style="list-style-type: none"> No. 85 "The Pantiles", vinehouse and garden Stoughton Farm buildings, coach house, and carriage turn.
Glebe Road	<ul style="list-style-type: none"> Nos. 3, 7, 11
Glen Road	<ul style="list-style-type: none"> "The Retreat" coach house (No.5)
Knighton Grange Road	<ul style="list-style-type: none"> Nos. 15, 16, 17, 29, 33, 35, 37, 38 <i>(Group value: all both sides, except Nos. 15A, 20, 22)</i>
Knighton Rise	<ul style="list-style-type: none"> Nos. 2, 5, 11, 12, 14, 15, 22, 25 <i>(Group value: all both sides except Nos. 6, 14A, 24, 26, 32)</i>
Manor Road	<ul style="list-style-type: none"> Nos. 5 "The Spinneys", 7, 23, 29 Shirley House and Lodge <i>(Group value: all both sides except the modern section of Villiers Hall, Nos. 31-35 (odds), "Pendle", 57, 65, 68, 72)</i>
Meadowcourt Road	<ul style="list-style-type: none"> <i>(Group value: all both sides except Nos. 2a, 34, 35)</i>
Powys Avenue	<ul style="list-style-type: none"> No. 22
Southmeads Road	<ul style="list-style-type: none"> <i>(Group value: "Redroofs", "Elmsthorpe", "Cotswold", "Barrington", "Powerscourt", "White Wings", "Rosecourt")</i>
Stoughton Road	<ul style="list-style-type: none"> North Memorial Homes Framework Knitters Cottages <i>(Group value: Nos. 81, 83)</i>

Street	Building/s
Stoughton Drive South	<ul style="list-style-type: none"> • Digby House • Stamford House • "Southmeade" • "Highgrove" • Nos. 29, 30 • <i>(Group value: all both sides between Leicester Road and Manor Road together with Nos. 17, 19, 23)</i>

5.3.8 Noise

Background noise levels vary considerably within Oadby and Wigston Borough. However, high background noise levels are principally associated with road corridors. The Central Leicestershire Local Transport Plan 2 (2006-2011) highlights noise as a significant issue around busy, main roads.

5.3.9 Air Quality

Oadby and Wigston Borough Council are responsible for the review and assessment of air quality in the Borough. In 2006 the Council published a draft consultation document detailing the findings of their second assessment for air quality.

The Stage 3 Updating and Screening Assessment for Air Quality in Oadby and Wigston Borough (2000) resulted in the declaration of one Air Quality Management Area³ (AQMA) in Oadby from the edge of the Borough on the A6 Leicester Road, along Leicester Road, the A6 Harborough Road and Glen Road (up until the Ash Tree Road junction). The AQMA also includes the area from the Racecourse roundabout along Palmerston Way up to the edge of the Borough (approximately a kilometre from the AAP area).

The AQMA in Oadby was declared because levels of Nitrogen Dioxide (NO₂) within the area were modelled and predicted to exceed the objectives set by the National Air Quality Strategy, resulting from high volumes of traffic on the road network. However, the exceedences were predicted purely as a result of carrying out modelling using Airviro modelling software. At the time, there was insufficient NO₂ diffusion tube monitoring evidence to enable any informed judgements to be made.

As a result of the latest monitoring data Oadby & Wigston Borough Council have identified that the objective figure for NO₂ was met in the Oadby AQMA for the years 2003 - 2005, and is likely to be met in subsequent years. It was ascertained that the objective figure was also met in all other areas of the Borough (although the annual mean for one monitoring location was close to the objective figure). As a result of the 2006 Updating and Screening Assessment, Oadby and Wigston Borough Council are proposing to revoke the Oadby AQMA, and are currently awaiting feedback from DEFRA with regards to this.

In 2006 the statutory objectives for Benzene, 1,3-butadiene, Lead, Sulphur Dioxide, Carbon Monoxide, Nitrogen Dioxide and PM10 have been met in Oadby and Wigston Borough.

The National Atmospheric Emissions Inventory (NAEI) compiles estimates of emissions to the atmosphere from UK sources such as cars, trucks, power stations and industrial plants.

The NAEI shows the Carbon Monoxide emissions in 2003 for the AAP area (within a 1km radius around postcode area LE2 5AB) as 114 tonnes per annum per km², Carbon Dioxide emissions (as Carbon emissions) as 2954 tonnes per annum per km² and Nitrogen Oxides (as NO₂ emissions) as 34 tonnes per annum per km².

³ AQMA's are designations made by a local authority where an assessment of air quality results in the need to devise an action plan to improve the quality of air.

The Combined Air Quality Indicator compares four separate pollutants (nitrogen dioxide, sulphur dioxide, benzene and particulates). A relative score of overall air quality is determined using modelled measures of emission levels provided by the NAEI. A score of over 1 indicates unsafe concentrations of a number of air pollutants.

In January 2006 Oadby and Wigston SOAs 003D, 003D and 003F had Combined Air Quality Indicator Ratios of 1.28, 1.28 and 1.22. However, the Combined Air Quality Indicator Ratios for these SOAs have reduced since 2004.

5.3.10 Climate Change

Climate change is one of the greatest global environmental threats. It is likely that it will have a significant impact upon Oadby and Wigston Borough, particularly through increased rainfall intensity in winter resulting in an increase in the number and severity of flooding events. In addition climate change is likely to result in warmer summers, increased water demands and will place stress on public water supply, industry and agriculture.

In 2000 the East Midlands Sustainable Development Round Table published a report entitled 'The Potential Impacts of Climate Change in the East Midlands'. This report states that more work needs to be done in the areas of energy efficiency and renewable energy and that tough targets should be set for reducing emissions of gases that cause climate change.

5.3.11 Key Sustainability Issues

The key sustainability issues relating to the environment are:

- The need to protect surface waters and groundwater;
- The need to prevent increases in surface water run-off and flood risk;
- The limited sewage treatment capacity in the Borough;
- Scarcity of water resources in the East Midlands region;
- The need to protect habitats and species, including those listed in the Leicester, Leicestershire and Rutland BAP;
- The potential for protected species to be present within the AAP area, including otter, water vole and bats;
- The need to ensure the remediation and re-use of contaminated land;
- The need to reduce waste produced and increase the proportion of waste recycled and composted;
- The need to protect sites of archaeological and cultural heritage interest and their settings, in particular the London Road / St Peters Conservation Area, Listed Buildings and Locally Listed Buildings, and the area of archaeological potential at St Peters Church;
- The need to avoid damage to unknown archaeological features within the AAP area;
- The need to minimise the impact of the development upon air quality, particularly due to traffic related emissions;
- The need to manage the causes of climate change, particularly through reducing greenhouse gas emissions; and
- The need to manage the impacts of climate change, particularly the likelihood of increased flooding and demands on water resources.

5.4 Summary of Key Sustainability Issues

The SEA Directive requires an analysis of "...any existing environmental problems which are relevant to the plan..." (Annex 1d of the SEA Directive).

Key sustainability issues that affect the Oadby Town Centre AAP area were identified through an analysis of the baseline conditions and through the review of plans and programmes. These key issues identified in the previous sections are summarised in Table 5.6.

Table 5.6 also shows whether the issue is social, economic, environmental or cross cutting (covers more than one category). It identifies the implications for the Oadby Town Centre AAP

and the potential degree of influence that the Oadby Town Centre AAP will have on the issue.

Table 5.6 Key Sustainability Issues

Issue	Eco	Soc	Env	Implications for the AAP	Potential Influence of the AAP
Low Economic Activity Rate in the Borough	✓			The AAP should seek to improve the attractiveness of the Borough to investors, for example through regeneration and the provision of quality office space for new businesses.	Minor to Moderate
Below average earnings for full time workers in the Borough	✓	✓		The AAP should look at ways to improve average earnings in the Borough, for example through the provision of learning centres and facilities which could help increase skills levels. The AAP should further seek to improve access to/provision of appropriate employment opportunities in Borough.	Minor
Over reliance upon traditional manufacturing jobs with few opportunities being available for employment in high technology industries and other new sectors	✓	✓		The AAP should seek to reduce the over reliance on traditional manufacturing, for example, through regeneration and the provision of quality office space for new business sectors. The AAP should ensure the effective and efficient use of employment land and seek to improve current employment land use.	Minor to Moderate
The need to improve diversification of the economic base	✓	✓		The AAP should look at ways of diversifying the economic base, for example through regeneration and the provision of quality office space for new business sectors. The AAP should ensure the effective and efficient use of employment land and seek to improve current employment land use.	Minor to Moderate
High unemployment rates in the Borough in comparison to the rest of the County, in particular for those aged 16 and over	✓	✓		The AAP should ensure the effective and efficient use of employment land and ensure employment sites are accessible to everyone. The AAP should further seek to improve access to/provision of education and learning facilities, which may help people acquire the necessary skills to find and remain in work.	Minor to Moderate

Issue	Eco	Soc	Env	Implications for the AAP	Potential Influence of the AAP
The lack of available land for industrial development, which limits job creation opportunities	✓	✓		The AAP should consider the provision of Industrial sites.	Minor
Ageing population of the Borough and the outward migration of young people from the area	✓	✓		The AAP needs to take the age of the population into account when planning the development. The AAP should also seek to address issues which may lead to the outward migration of young people, for example, through regeneration and the provision of education and employment opportunities.	Minor
The need to reduce crime and anti-social behaviour		✓		The AAP should look at ways of reducing crime and anti-social behaviour, for example by improving poorly lit areas. Secured by Design Principles should be adopted.	Minor
Poor general health of residents in St Peters Ward and Oadby and Wigston SOA 003D and SOA 003E in comparison to the Borough	✓	✓	✓	The AAP should consider its role in tackling health deprivation. For example through the provision of healthcare facilities, ensuring provision of open/green space in development and by improving access to services and facilities that could help improve the health and well being of local communities (i.e. healthcare and leisure/recreation facilities).	Minor
The need to improve education and skills attainment levels off both children and adults in the Borough		✓		The AAP should consider its role in tackling education and skills deprivation. For example, through the provision of accessible learning centres and facilities for both children and adults.	Minor
High house price to income ratio in the Borough compared to the rest of the County and Region	✓	✓		The AAP should consider its role in tackling the high house price to income ratio. For example, through provision of affordable housing that meets local needs.	Minor

Issue	Eco	Soc	Env	Implications for the AAP	Potential Influence of the AAP
The need for more affordable accommodation in the Borough		✓		The AAP should consider the need to build more houses and ensure these houses are affordable. Housing provision should meet the needs of local communities and contribute to creating balanced communities.	Minor to Moderate
Road traffic congestion and road safety issues on the main roads, especially during peak periods	✓	✓	✓	The AAP should ensure good linkages with the public transport network (e.g. provision of easily accessible bus stops). The AAP should also ensure good linkages with safe cycle and pedestrian routes and consider the need to enhance existing routes. These measures could help to reduce traffic congestion and encourage use of more sustainable modes of transport.	Minor to Moderate
Pedestrian/vehicle conflicts along The Parade as a result of the street being used as a through route for private and public transport	✓	✓	✓	The AAP should look at ways of addressing the pedestrian/vehicle conflict along The Parade and support the proposed scheme to pedestrianise the street, for example by ensuring there are good linkages with the public transport network and provision of safe cycle and pedestrian routes. Careful consideration should be given to the provision of car parking along and around The Parade.	Major
Opportunities to encourage walking, cycling and the use of public transport as alternatives to the private car	✓	✓	✓	The AAP should ensure good linkages with the public transport network. The AAP should also ensure good linkages with safe cycle and pedestrian routes and consider the need to enhance existing routes.	Moderate
The need to ensure adequate access to and provision of Public Open Space and natural green space		✓	✓	The AAP should ensure good linkages with Public Open Space and natural green space (i.e. linked footpaths, cycleways and public transport networks). The AAP should also consider provision of Public Open Space/natural green space as part of development.	Moderate to Major

Issue	Eco	Soc	Env	Implications for the AAP	Potential Influence of the AAP
The need to protect existing areas of significant urban open space within the AAP area		✓	✓	The AAP should protect, and where possible enhance existing areas of significant urban open space. Where possible the AAP should also seek to create new areas of urban space within the AAP area and ensure these areas are accessible.	Major
The need to maintain existing leisure facilities and to ensure that sufficient provision is made for the future	✓	✓		The AAP should ensure that development does not compromise existing leisure facilities and consider the provision of new leisure facilities within the AAP area.	Moderate
Relatively limited access to a hospital and a secondary school	✓	✓		The AAP should consider the need to improve access to these services either by providing these services on the development site or by ensuring good public transport linkages to them.	Moderate
The need to protect surface waters and groundwater			✓	The AAP should ensure best practise is adopted during development design and construction to avoid pollution to surface waters and groundwater.	Moderate
The need to prevent increases in surface water run-off and flood risk	✓	✓	✓	The AAP should ensure that future development does not increase surface water run-off and the risk of flooding. Best practice should be adopted during development design and construction to avoid surface water run-off and flood risk.	Moderate
The limited sewage treatment capacity in the Borough.			✓	The AAP should ensure that future development takes into account the limited sewage capacity in the Borough.	Minor
Scarcity of water resources in the East Midlands region	✓	✓	✓	The AAP should ensure development incorporates SuDS and water conservation measures.	Moderate

Issue	Eco	Soc	Env	Implications for the AAP	Potential Influence of the AAP
The need to protect habitats and species, including those listed in the Leicester, Leicestershire and Rutland BAP			✓	Development could impact upon protected species and habitats. The AAP should ensure that habitats and species present are protected. Ecological advice should be sought from suitably qualified ecologists at the start of the design process and ecological surveys should be undertaken where appropriate to determine the nature conservation value of the site. The AAP should also consider opportunities to enhance wildlife habitats within the AAP area e.g. through planting additional trees and hedgerows.	Moderate
The potential for protected species to be present within the AAP area, including otter, water vole and bats			✓	Ecological advice should be sought from suitably qualified ecologists at the start of the design process and ecological surveys should be undertaken where appropriate to determine the presence of protected species. Where necessary, ensure that the necessary steps are taken to avoid disturbance of any protected species. The AAP should also consider opportunities to enhance habitats on the AAP area e.g. through planting additional trees and hedgerows.	Moderate
The need to ensure the remediation and re-use of contaminated land	✓	✓	✓	Ensure contaminated land is remediated in accordance with best practice guidelines – PPS 23: Planning and Pollution Control, the Environment Agency Model Procedures for the Management of Land Contamination (CLR 11) and the relevant Environment Agency Pollution Prevention Guidelines.	Major
The need to reduce waste produced and increase the proportion of waste recycled and composted	✓	✓	✓	The AAP should encourage the use of recycled or re-used materials in construction of new buildings. In addition, the AAP should ensure that design of development incorporates facilities to promote recycling and composting. For example through the provision of accessible recycling and composting bins.	Minor

Issue	Eco	Soc	Env	Implications for the AAP	Potential Influence of the AAP
The need to protect sites of archaeological and cultural heritage interest, in particular the London Road/St Peters Conservation Area, Listed Buildings and Locally Listed Buildings, and the area of archaeological potential at St Peters Church		✓	✓	The AAP should ensure development has no negative impact upon sites of archaeological and cultural heritage interest, in particular the Conservation Area, Listed Buildings (including those listed locally) and the area of archaeological potential situated within the development site. Advice should be sought from English Heritage, qualified archaeologists and other relevant bodies at the start of the design process. Protection should be afforded to designated sites/buildings where necessary. The AAP should only allow development that will appropriately fit in with the setting of the Conservation Area and Listed Buildings.	Major
The need to avoid damage to unknown archaeological features within the AAP area			✓	The AAP should ensure that the necessary steps are undertaken to minimise damage to any potential archaeological remains. Take archaeological advice from qualified archaeologists at the start of the development design process.	Major
The need to minimise the impact of the development upon air quality particularly due to traffic related emissions		✓	✓	The AAP should ensure good linkages with the public transport network. For example through provision of easily accessible bus stops. The AAP should also ensure good linkages with safe cycle and pedestrian routes and consider the need to enhance these. In addition best practise should be adopted to minimise dust and air pollution arising from construction activities. Further consideration to be given to emissions from road traffic potentially generated by the development.	Minor

Issue	Eco	Soc	Env	Implications for the AAP	Potential Influence of the AAP
The need to manage the causes of climate change particularly through reducing greenhouse gas emissions	✓	✓	✓	The AAP should encourage the use of renewable energy, energy efficiency measures and low energy embodied materials. All non-domestic buildings should achieve a BREEAM rating of at least 'Very Good' and 'Excellent' if possible. Residential buildings should achieve a Code for Sustainable Homes level 3, or a level 4 where possible. In addition, the AAP should ensure good linkages with the public transport network, cycle and pedestrian routes and consider the need to enhance these.	Moderate
The need to manage the impacts of climate change particularly the likelihood of increased flooding and demands on water resources	✓	✓	✓	Current and future impacts of climate change should be taken into consideration at the start of the development design process. The AAP should ensure development incorporates SuDS and water conservation measures.	Moderate

6.0 **SUSTAINABILITY APPRAISAL OF THE ISSUES AND OPTIONS**

6.1 **Introduction**

Stage B of the SA of the Oadby Town Centre AAP involved an appraisal of the initial options developed for the AAP using the SA Framework developed in Stage A.

6.2 **Oadby Town Centre Area Action Plan Issues and Options**

As part of the options stage of the AAP development Taylor Young, in conjunction Oadby and Wigston Borough Council, produced an Issues and Options Report for the Oadby Town Centre AAP. This report detailed the objectives for the future of the town and set out the options for the AAP by character area. The report also provided a summary of the baseline situation, the methodology employed in the generation and assessment of options and the next steps in taking the AAP forward.

The options for the Oadby Town Centre AAP were structured into two basic types:

- Area site based interventions including public realm; and
- Supporting, largely non - physical projects.

For each character area, a number of options were explored with varying degrees of intervention referred to as low / medium / high. An explanation of these terms is set below.

Low: What the public, private and voluntary sector would be most likely to deliver at recent aspiration and resourcing levels

Medium: Taking intervention up to a level that is appropriate to begin to effectively address the regeneration challenge facing Oadby

High: Ensuring the consideration of more radical interventions that test the apparent boundaries presented in the likely timescale, resources and medium-term policy constraints

Table 6.1 and Table 6.2 provide a brief summary of the options proposed for the Oadby Town Centre AAP. Full details of the options are given in the Oadby Town Centre AAP Issues and Options Report (2007) produced by Taylor Young.

Table 6.1 Oadby Town Centre AAP Options – Site Based Interventions / Public Realm

Site Based Interventions / Public Realm	
Description	Level of Intervention
1.1 Sandhurst Street	
Reinforce Leicester Road as a key Town Centre entry point	Low
Improved signage to the Town Centre	
Lighting strategy as part of Town Centre initiative	
Create better pedestrian connections	
Environmental improvements to the BP garage	
Upgrade the existing residential properties	Medium
Public realm upgrade	
Town Scheme Initiative for the existing housing	
Shop front improvement scheme	High
Major junction re-alignment including new access into Town Centre and one way gyratory	
Opportunity for a gateway development – attracting students into Oadby	
Town Square – links to Ellis Park	
1.2 The Parade	

Site Based Interventions / Public Realm	
Description	Level of Intervention
Public realm upgrade	Low
Enhanced connections to Town Centre parking	Medium
Shop front improvement scheme	
Improved signage / lighting	
Enhancement of the car park and backs of retail / office units	
Relocate the existing library	
Potential new route into Town Centre	
Create traffic calming initiatives on the Parade – more pedestrian friendly	
Create an arcaded feature linking buildings together	
Potential for new library / community development	
Opportunities for new development on the Sandhurst Street car park and library	
New retail / residential / office schemes in place of vacant developments	
Opportunity for new development on the site of the existing offices and car park	
Potential for decked car parking	
Opportunity to redevelop the existing precinct including new Town Square	
Opportunity to develop the commercial premises adjacent to the Public House	
1.3 Brooksby Drive	
Pedestrian area reconfiguration associated with movement network	Low
Boundary treatments and building facelifts	
Improved presence / signage / lighting	
New community focus associated with Church	Medium
Landscape and boundary treatments	
Town Scheme Initiative for the residential buildings on Leicester Road	
Grant initiatives made available to upgrade the art deco buildings	High
1.4 Chapel Street	
Public realm improvements	Low
Public realm / pavement upgrade	
Improved presence / signage / lighting	
Improvements to Leicester Road frontage	Medium
Improvements to the Church on Leicester Road	
1.5 Industrial Quarter	
Improved presence / signage / lighting / linkages	Low
Public realm / pavement upgrade	
Enhancement of the bus stops on Harborough Road	Medium
Enhancement of the car park	
Frontage improvements	
Opportunity for a new development on Invicta / Vantis site	High
New community development fronting onto New Street to include the garage	
1.6 The Village	
Public realm improvements	Low
Improved presence / signage / lighting	
Community focus for the Church Hall	
Shop front improvement scheme	Medium
Gateway development	
Upgrade the roundabout	

Site Based Interventions / Public Realm	
Description	Level of Intervention
1.6 The Village	
Redevelop the existing buildings fronting onto London Road	High
Redevelop the community building	
Redevelop the Walter Charles Centre and British Legion	
1.7 Honeywell Close	
Improved management and maintenance, as part of Town Centre management	Low
Lighting strategy, as part of town wide initiative	
Public realm upgrade	
Quality public realm and boundary treatments	High
Pedestrian routes upgraded	
Environmental improvements to Lawyers Lane	
1.8 Harborough Road	
Improved management and maintenance, as part of Town Centre management	Low
Lighting and signage strategy as part of town wide initiative	
Public realm upgrade	
Public realm upgrade to all routes to the Town Centre	Medium
Reconfigure traffic away from New Street	High
Traffic calming initiatives along Harborough Road	
1.9 London Road East	
Improved management and maintenance, as part of Town Centre management	Low
Lighting and signage strategy, as part of town wide initiative	
Public realm upgrade	Low
Minor changes to traffic flow and parking provision	
Create central reservations along London Road as traffic calming measures	Medium
Architectural lighting of key buildings	
Grant initiatives to upgrade Mews House	
Junction amendments to London Road / King Street	High
New gateway development on Public House and car park to provide a mix of uses	

Table 6.2 Oadby Town Centre AAP Options – Non Physical Supporting Projects

Non Physical Supporting Projects	
Description	Level of Intervention
2.1 Town Centre Management	
Town Centre promotions and events	Low
Newsletter 'Oadby's Vision'	
Oadby Vision Board – To include local retailers forum	
Local press articles	
Themes for the Parade	
Security Initiatives	
Town Centre Champion (Regeneration Board)	Medium
Shop front improvement scheme	
Town Scheme Initiative	

Non Physical Supporting Projects	
Description	Level of Intervention
Business support	
2.2 Town Centre Design Guidance	
Ad hoc advice on design in reaction to development proposals	Low
Production and promotion of Town Centre design guide	Medium
Incorporate Oadby specific themes, e.g. shop fronts	
Design initiative including guide and awareness process – consultation events	High
2.3 Access and Circulation	
Signing and gateways strategy	Low
Parking strategy and rationalisation, including decriminalisation	
Bus stop / route coordination and upgrades	Medium
Pedestrian priority strategy (along appropriate routes)	
Encouraging physical activity	
One way circulation on parts of network	High
2.4 Young People Initiative	
Promotion of existing support services	Low
Proactive engagement process for the Town Centre	Medium
Improvement and development of Town Centre facilities	
Fun days organised	
Healthy eating initiatives	
Crime reduction and anti-graffiti initiatives	
Design workshops	
Encouraging physical activity	High
Development of new youth centre	

6.3 **Sustainability Appraisal Methodology**

The Oadby Town Centre AAP options detailed in Section 6.2 above were appraised against the SA objectives in Table 3.2. For each option it was determined whether the option would be likely to move towards or away from the achievement of each objective. In some cases an option may have no influence on an SA objective, or its influence will depend upon how the option is implemented.

Options appraisal matrices were produced for each character area. In each matrix, commentary was provided to explain the likely effects that have been identified. In addition, where necessary, changes to the options or mitigation measures were recommended to reduce any potential adverse effects, or maximise those that are beneficial.

6.4 **Outcomes of the Options Appraisal**

The SA identified a number of potential effects associated with the options, both beneficial and adverse. The outcomes potential effects associated with each level of intervention are summarised in Table 6.3.

The Options Appraisal matrices together with Explanatory Notes are available on the Oadby and Wigston Borough website (<http://www.oadby-wigston.gov.uk/Home/Planning/Forward%20Plans/Local%20Development/Oadby%20TC%20Masterplan.aspx>).

Table 6.3 Outcomes of the Options Appraisal

Low Level Intervention Options

Potential Beneficial Effects	Potential Adverse Effects
<ul style="list-style-type: none"> • Improvements to pedestrian connections, public realm improvements and signage may increase accessibility, encourage less use of the private car, increase community cohesion (therefore potentially reducing the risk of crime), and enhance the townscape of Oadby. • Town Centre promotion and events may encourage inward investment (with the knock on effect of creating more jobs). • A community focus for the Church Hall may promote community cohesion and empowerment. • Promotion of existing support services may contribute to community health and well-being. 	<ul style="list-style-type: none"> • Enhanced connections to Town Centre parking may encourage use of the private car.
Medium Level Intervention Options	
Potential Beneficial Effects	Potential Adverse Effects
<ul style="list-style-type: none"> • Traffic calming may improve community safety and increase accessibility. • Pedestrian priority strategies and public realm improvements may increase accessibility, encourage less use of the private car, and increase community cohesion (therefore potentially reducing the risk of crime). • Shop front improvements, upgrades to properties and gateway developments may enhance the townscape of Oadby, and encourage inward investment (with the knock on effect of creating more jobs). • The production of Town Centre design guidance through consultation is likely to increase community empowerment. • Healthy eating initiatives, encouraging physical activities and public realm improvements that may improve health. • Anti-crime initiatives may reduce crime levels. • A new library or community development may encourage the creation of cohesive communities. • Enhancements to bus stops may encourage use of public transport. 	<ul style="list-style-type: none"> • The upgrade of existing properties may have an effect upon the natural environment (e.g. disturbance of bat roosts, construction related pollution incidents etc). • Creation of a potential new route into town may encourage people to drive into town, increasing use of the private car and the associated environmental implications. • Enhancement of car parking facilities may encourage more people to drive into town.
High Level Intervention Options	
Potential Beneficial Effects	Potential Adverse Effects
<ul style="list-style-type: none"> • Traffic calming may improve community safety and increase accessibility • New residential development may improve provision of housing. • New retail development may improve provision of services and provide employment opportunities (with the knock on effect of creating more jobs). • New community developments (including a youth centre) may create opportunities for social interaction, potentially increasing 	<ul style="list-style-type: none"> • Any new development is likely to impact on biodiversity, water consumption, energy use, greenhouse gas production and waste production, both during construction and operation. • New car parking is likely to encourage use of the private car, which is likely to increase transport related air pollutants and greenhouse gas emissions. • A new access route into the centre may encourage more people to drive into town.

<p>community cohesion and reducing the risk of crime.</p> <ul style="list-style-type: none"> • All new development makes use of previously developed land and existing infrastructure. • Reconfiguration of traffic flows and junction amendments may improve accessibility. • Consultation events are likely to increase community empowerment. • New development, upgrades to existing buildings and gateway development may make the Town Centre more attractive to investors. • Upgrades to pedestrian routes may encourage more people to walk. 	
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It should be noted that the Options Appraisal was a tool for informing decision making by Oadby and Wigston Borough Council. No priority was given to social, environmental or economic factors and as such the role of the Options Appraisal was to highlight sustainability implications rather than recommending appropriate options for implementation.

6.5 Development of the Preferred Options

The Oadby Town Centre AAP Issues and Options Report and the SA of the options underwent a six week period of consultation from the 29th June 2007 to the 10th August 2007, during which key stakeholders and the public had the opportunity to submit comments to Oadby and Wigston Borough Council.

The outcomes of the consultation, and the previous assessments informed the preparation of the preferred options for the Oadby Town Centre AAP.

The Issues and Options Report (prepared by Taylor Young) set out the options and shows their assessment against the AAP objectives, including sustainability (in its broadest sense including environmental issues as well as social and economic considerations). This assessment is shown in Section 3 of the Oadby Town Centre AAP Preferred Options Report (prepared by Taylor Young).

Section 5 of the AAP Preferred Options Report sets out the preferred options. It states the vision and strategy for the future of the town which has been developed following the agreement of the AAP objectives through the issues and options consultation period, as well being informed by baseline research, issues and options analysis, and comments that have been received during consultation. This section continues to outline both the preferred options, and those options which will not have been taken forward, for each of the character areas.

The choice of preferred option has been based on the options assessment and the contribution of each option to the AAP objectives (and therefore vision). In addition, choices were guided by both consultation, national and regional policy, and best practice as well as comments received. Section 5 also sets out why certain options are not being progressed, for example due to the level of demolition required, unworkability of the project, or cost implications. In many of the character areas, nearly all the options are being taken forward as they all relate well to the AAP objectives and will help achieve the objectives and therefore vision for the future of the town.

7.0 **COMPATIBILITY TEST**

The Oadby Town Centre AAP objectives are detailed in Section 4.3.2. In order to determine whether the Oadby Town Centre AAP objectives are in accordance with sustainability principles it is necessary to test their compatibility against the SA objectives.

The compatibility matrix in Appendix E identified areas where conflicts may arise. This is illustrated through the use of symbols in the Compatibility Matrix as shown below.

Key	
✓✓	Highly compatible
✓	Potentially compatible
xx	Highly incompatible
x	Potentially incompatible
~	Neutral

Suggestions for improving the compatibility of the Oadby Town Centre AAP objectives with the SA objectives have been made. The finalisation of the Oadby Town Centre AAP objectives should take into account these suggestions.

8.0 **SUSTAINABILITY APPRAISAL OF THE PREFERRED OPTIONS**

8.1 **Introduction**

It is a requirement of the SEA Directive that an analysis of the “*likely significant effects on the environment, including issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors is undertaken...*” (Annex 1F of the SEA Directive) is undertaken.

The SEA Directive also requires “*...measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment...*” (Annex 1G of the SEA Directive) to be considered.

The SA of the Oadby Town Centre AAP has been undertaken in relation to the SA framework developed during Stage A of the SA process. The predicted effects of the AAP are detailed in the Appraisal Matrices in Appendix F.

For the purposes of the SA the baseline conditions are assumed to be the *status quo* for the study area. Implementation of the Oadby Town Centre AAP will result in either an improvement to or deterioration in this baseline. If the AAP is not implemented (do nothing situation) then it must be assumed that there will be no change to the current baseline conditions. In reality this would not occur as natural and social processes would continue to operate.

It should be noted that this SA has been based precisely upon the information provided in the Oadby Town Centre AAP. Therefore, if any of the specifics within the Oadby Town Centre AAP change, the potential significant effects may also change. In this event, the Oadby Town Centre AAP will need to be reassessed to determine significant effects.

The methodology for assessing significant effects is detailed in the following sections.

8.2 **Appraisal Methodology**

The social, economic and environmental effects of the Oadby Town Centre AAP have been predicted in relation to each of the SA objectives developed at Stage A as detailed in Table 3.2. Each effect has been quantified in terms of the following:

- Nature and duration;
- Magnitude; and
- Sensitivity.

These aspects have been used to determine the significance of each effect.

8.2.1 **Nature and Duration of Effects**

The effects have been quantified in terms of their nature and duration of effects.

Effects may be of the following nature:

- Adverse or beneficial
- Direct or indirect

Effects may be of the following duration:

- Temporary or permanent
- Short or long term

8.2.2 Magnitude of Effects

The magnitude of effects has been determined based upon the changes to the baseline conditions which are predicted to arise from the implementation of the Oadby Town Centre AAP taking into account the likelihood and scale of change. Table 8.1 details the methodology used for determining the magnitude of effects.

Table 8.1 Methodology for Determining Magnitude of Effects

Magnitude of Effect	Description
Major	Effect resulting in a considerable change in baseline conditions with undesirable / desirable consequences on the receiving environment
Minor	Effect resulting in a discernible change in baseline conditions with undesirable / desirable consequences that can be tolerated
No effect	No discernible change in baseline conditions

8.2.3 Sensitivity

The sensitivity (or importance) of receptors has been determined in terms of geographical extent and/or the importance of a receptor based on statutory designations. For example if a river is designated a Special Area of Conservation at a European level then it is considered to be more sensitive than if it was an ordinary watercourse, as shown in Table 8.2. Receptors such as individual persons or properties are generally considered to be of local importance.

Table 8.2 Methodology for Determining Sensitivity

Sensitivity	Examples of Receptors
International	Special Area of Conservation
National	Site of Special Scientific Interest Scheduled Ancient Monument Major Aquifer used for potable water supply
Regional	County Wildlife Sites Minor Aquifer used for general water supply purposes Sites and Monuments Record Regional transport network
Local	Single property or group of properties Ordinary watercourse

8.2.4 Assessment of Effects

Following the prediction of effects, as detailed above, an assessment of the significance of these effects has been undertaken. The magnitude and sensitivity of the receptor have been considered in order to determine the significance of the effect. Table 8.3 gives an indication as to how magnitude and sensitivity are combined in order to determine significance.

Table 8.3 Methodology for Determining Significance

Magnitude	Sensitivity	Significant?
Major	International	✓
	National	✓
	Regional	✓
	Local	✓
Minor	International	✓
	National	✓
	Regional	✓
	Local	✗

In certain cases an impact of minor significance could be considered to be of great importance by local residents and deserves further consideration. The appraisal matrices show how significant adverse effects represent a move away from a SA objective and significant beneficial effects represent a move towards a SA objective. Effects which are unknown should be considered to be significant until further assessment can clarify their nature.

8.2.5 Level of Certainty

Given that predictions can only be as accurate as the data they are based on it is important to attribute a level of certainty to which the significance of effects has been assessed. Table 8.4 defines the level of certainty referred to in the SA of the Oadby Town Centre AAP.

Table 8.4 Impact Prediction Certainty

Level of Certainty	Description
High	The significance of an effect is an informed judgement or quantitative assessment based on reliable data. Further information would not result in any change to assessment of significance.
Low	The significance of an effect is a subjective judgement or qualitative assessment based on reference to similar situations. Further information would be needed to confirm assessment of significance. However, given the strategic nature of the plan, the robustness of the SA is not compromised by the lack of this information much of which would only be available at project stage.

8.3 Effects of the Oadby Town Centre Area Action Plan Preferred Options

This section gives an overview of the potentially beneficial and adverse effects associated with the Oadby Town Centre AAP Preferred Options. Full details of the effects are given in the Appraisal Matrices in Appendix F*. Table 8.5 gives a summary of the overall effects of the AAP.

The AAP includes a number of character area policies, a transport framework, a public realm framework, planning policies, three Masterplan sites and a selection of non-physical projects.

The preferred options propose a number of new retail, residential, commercial and community led developments. Construction work associated with these developments is likely to result in a number of minor adverse temporary environmental impacts on water quality (especially in development sites close to Wash Brook such as the character area of London Road East), air quality, greenhouse gas emissions (from construction vehicles and plant machinery) and waste production (from demolition and construction), impacting on SA objectives 10, 11, 14 and 20. Constructors that are part of the Considerate Constructors Scheme should be used to ensure the impacts of these effects are minimised.

Although the majority of impacts from construction are likely to be adverse, there will be temporary employment opportunities arising as a result of construction work, potentially benefiting SA objective 17. To ensure that the local population benefit, local constructors should be used preferentially.

Once these developments are operational, it is likely there will be a number of minor adverse impacts, particularly in terms of impacts on water resources (from increased water consumption and wastewater production), energy consumption, greenhouse gas emissions (from increased transport and buildings) and production of waste. To counteract this, residential development (proposed for the character areas of The Parade, the Industrial Quarter, The Village and London Road East) should aim to achieve a level 3 in the Code for Sustainable Homes, and non-domestic development should aim to achieve BREEAM 'Excellent' where possible, and a 'Very Good' otherwise.

There is also potential for new developments to have adverse impacts on the natural environment (e.g. effects upon protected species in the area), and the townscape and historic environment of Oadby, especially as the majority of the development sites are located within, or nearby to the London Road and St Peters Conservation Area in the centre of Oadby. Sensitive design is required to ensure that development preserves the character of the Town Centre.

New development is likely to attract people to the Town Centre, and thus result in an increased number of cars travelling to and from the Town Centre, especially where car parking is provided, potentially increasing transport related pollutants and greenhouse gas emissions. An increase in the number of cars is likely to be compounded by recommendations for policies that will maintain levels of car parking, and that will improve junctions and signage (potentially decreasing levels of congestion and therefore encouraging more people to drive into the Town Centre).

However, the adverse effects of increased car use may be balanced by the potentially beneficial effects of that fact that all new development will be located in the Town Centre of Oadby, which may encourage people to walk, cycle or use public transport. In addition to this, the AAP also describes a public realm framework, a transport framework, and recommendations for policy for the Town Centre that together will include improvements to the pedestrian environment and bus stops, as well as provision of a cycle network and cycle stands, all potentially encouraging walking, cycling or using public transport as opposed to the private car. This may also have indirect beneficial effects on participation in leisure activities, the health of the community, and access to services. In addition, traffic calming measures proposed in the transport framework may increase community safety. Consideration should be given to reducing the overall amount of car parking provided in the Town Centre to enhance these benefits.

Other minor beneficial impacts associated with new development include that residential development in the Town Centre will have a beneficial impact upon the provision of housing, which links to service provision (SA objective 1). Service provision may be increased by retail and leisure development.

All new development has the potential to enhance the townscape, and use of previously developed land may help to avoid development of greenfield sites and thus protect the landscape (SA objectives 9 and 18). Retail and commercial development will provide employment opportunities and potentially attract inward investment and economic development (with the knock on effect of further job creation), benefiting SA objective 17. Inward investment may also

be increased as a result of the appointment of a Town Centre manager who works with other organisations to market the town, and public realm improvements that improve the overall image of Oadby.

In addition, new development and public realm improvements are likely to increase community interaction, potentially reducing crime levels and promoting cohesive communities (especially where community-led development is proposed), benefiting SA objectives 4 and 6. Proposals for young people initiatives to reduce graffiti and crime, and the development of Town Centre design guidance through consultation may further contribute to reduced crime levels and community empowerment (SA objective 5). Consultation with the local community with regards to all development plans should increase levels of community empowerment.

Table 8.5 Summary Table

	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17	SA18	SA19	SA20	SA21	SA22
Character Area-Sandhurst Street	↑	↑/↓	↑	↑	↔	↑	↔	↔	↑/↔	↓/↓	↓/↓	↓	↓	↓/↓	↓/↑	↔	↑/↑	↑	↔	↓/↓	↑	↓/↔
Character Area-The Parade	↑	↑/↔	↑	↑	↔	↑	↔	↔	↔	↓/↓	↓/↓	↓	↓	↓/↓	↓/↑	↔	↑/↑	↑	↔	↓/↓	↑	↑
Character Area-Brooksby Drive	↑/↔	↑	↑	↑	↔	↑	↔	↔	↔	↔	↑	↔	↔	↑	↑	↔	↑	↔	↔	↔	↑	↑
Character Area-Chapel Street	↑	↑	↑	↑	↔	↑	↔	↔	↔	↔	↑	↔	↔	↑	↑	↔	↑	↔	↔	↔	↑	↑
Character Area-Industrial Quarter	↑	↑	↑	↑	↔	↑	↔	↔	↑/↔	↓/↓	↓/↓	↓	↓	↓/↓	↓/↑	↔	↑/↑	↑	↔	↓/↓	↑	↑
Character Area-The Village	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Character Area-Harborough Road	↑	↑/↔	↑/↔	↑	↔	↑	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Character Area-London Road East	↑	↑	↑	↑	↔	↑	↔	↔	↑/↔	↓/↓	↓/↓	↓	↓	↓/↓	↓/↑	↔	↑/↑	↑	↔	↓/↓	↑	↑
Transport Framework	↑	↑/↓	↑	↑	↔	↑	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↑	↔	↔	↔	↓/↓	↑
Public Realm Framework	↑	↑	↑	↑	↔	↑	↑	↑/↔	↑	↔	↔	↔	↔	↑	↑	↔	↑	↔	↔	↔	↑	↑
Planning Policy	↑	↑/↓	↑	↑	↔	↑	↔	↔	↑/↔	↓/↓	↓/↓	↓	↓	↓/↓	↑	↔	↑/↑	↑	↑	↓/↓	↑	↓/↔
Masterplan-East Street Car Park	↑	↑/↓	↑	↑	↔	↑	↔	↔	↑/↔	↓/↓	↓/↓	↓	↓	↓/↓	↑	↔	↑/↑	↑	↔	↓/↓	↑	↓/↔
Masterplan-Sandhurst Street	↑	↑/↓	↑	↑	↔	↑	↔	↔	↑	↓/↓	↓/↓	↓	↓	↓/↓	↑	↔	↑/↑	↑	↔	↓/↓	↑	↓/↔
Masterplan-Harborough Road	↑	↑/↓	↑	↑	↔	↑	↔	↔	↑/↔	↓/↓	↓/↓	↓	↓	↓/↓	↑	↔	↑/↑	↑	↔	↓/↓	↑	↓/↓
Masterplan-Non-Physical Projects	↑	↑	↑	↑	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↑	↔	↔	↔	↑	↑
Key	↑ ↑ Major beneficial Minor beneficial ↔ Major adverse Minor adverse ↑ ↑ Major beneficial Minor beneficial ↔ Major adverse Minor adverse ↓ ↓ Minor beneficial Unknown Major adverse Minor adverse ↓ ↓ Minor beneficial Unknown Major adverse Minor adverse																					
Direct Impacts:	↑ ↑																					
Indirect Impacts:	↑ ↑ ↔																					

8.4 **Mitigation Measures**

8.4.1 Introduction

In order to maximise beneficial effects and minimise adverse effects of any impacts, a series of mitigation measures have been developed. These should be implemented by Oadby and Wigston Borough Council as part of the Oadby Town Centre AAP. It should be noted that these are suggested mitigation measures only and that Oadby and Wigston Borough Council will determine their implementation.

The following hierarchy is used when determining mitigation measures for adverse impacts:

- **Prevent impacts** as far as possible by designing out or using preventative measures during the construction process.
- **Reduce impacts** as far as possible by using preventative measures to minimise effects.
- **Offset impacts** to compensate for unavoidable effects that cannot be further reduced.

Mitigation measures can be incorporated at three stages of the development:

- During preparation of the Oadby Town Centre AAP in order to design out or reduce adverse impacts, and to maximise beneficial impacts.
- During construction in order to minimise adverse impacts/maximise beneficial impacts arising during the construction process.
- Following development in order to minimise impacts/maximise beneficial impacts arising during the post implementation phase.

8.4.2 Mitigation Measures for the Oadby Town Centre Area Action Plan

Suggested mitigation measures (not an exhaustive list) are given below. Detailed mitigation measures are presented in Appendix F in relation to each of the SA objectives.

- Ensure that retail development incorporates essential services such as a convenience store.
- Ensure inclusion of cycle and pedestrian friendly infrastructure and facilities such as pedestrian/cycle crossing points and secure cycle storage to promote walking and cycling.
- Ensure that there are appropriate car parking policies to limit car park use, and discourage use of the private car (for example, restricted car parking allocations).
- Consider an overall reduction in the amount of car parking offered in the Town Centre.
- Ensure that new development incorporates Secured By Design principles.
- Ensure that all areas within the Town Centre are well lit and secure.
- Ensure consultation with the local community with regards to the development plans.
- Ensure opportunities are provided to involve the local community with public realm improvements (for example, community designed public art).
- Ensure that the necessary ecological surveys are carried out before work commences.
- Opportunities for habitat enhancement and/or creation should be sought where possible (e.g. bat boxes).
- Ensure that the development is sensitively designed so that the historical, cultural and archaeological assets of the area are protected.
- If appropriate, incorporate an area of green space into the development.
- Ensure that developers use contractors that are registered with the Considerate Constructors Scheme.
- Ensure that Sustainable Drainage Systems (SuDS) are incorporated to reduce surface water runoff.
- Ensure that restrictions on development exist where necessary to protect groundwater, as detailed in the Policy and Practice for the Protection of Groundwater.
- For residential development, ensure new homes achieve a level 3 of the Code for Sustainable Homes, and for non-domestic development, BREEAM 'Excellent' where possible, and a minimum 'Very Good'.

- Ensure that water conservation measures are implemented to reduce demand, for example, rainwater collection systems and/or greywater recycling systems and toilets with 6/4 litre or 4/2 litre cisterns.
- Building or home user guides should be provided (where appropriate) including information on environmental features of the development, recycling and waste collection, responsible purchasing and energy.
- Ensure improvements to public transport infrastructure, such as bus stops, to promote use of public transport.
- Ensure the provision of real time displays for public transport information.
- Development should aim to make the best of insulation and energy efficient heating systems, and implement renewable energy where feasible.
- Ensure that the local population are given priority for employment opportunities at the new development.
- If appropriate, ensure that existing buildings are used as part of any development.
- Ensure developers use sustainable materials for construction, i.e. sustainable timber from a recognised source such as the Forest Stewardship Scheme, and take advantage of opportunities to use materials with a high recycled content using the WRAP toolkit.
- Construction waste should be sorted and reused wherever possible.
- Ensure the provision of bins for storage of recyclable waste.

9.0 **IMPLEMENTATION AND MONITORING**

9.1 **Next Steps**

The Oadby Town Centre Area AAP will be consulted on for a period of six weeks. Oadby and Wigston Borough Council will then consider the responses to the public participation and produce the final AAP. Any significant changes made during this stage will need to be subject to further SA prior to adoption.

The next steps of the SA and associated steps of the Oadby Town Centre AAP are detailed in Table 9.1.

Table 9.1 Next Steps in the Sustainability Appraisal

ODPM Stage		Sustainability Appraisal Steps	Links to AAP Process
Stage D Consulting on the AAP and the Sustainability Report	D1	Consultation on the Sustainability Report.	Undertaken at the same time as consultation on the Oadby Town Centre AAP Preferred Options.
	D2	Appraise any significant changes to the AAP following consultation and examination.	Undertaken in conjunction with finalisation of the Oadby Town Centre AAP for submission and following examination.
	D3	Produce an adoption statement to accompany the adopted Oadby Town Centre AAP to show how responses to consultation have been taken into account. This must state how the Oadby Town Centre AAP was changed as a result of the SA process and responses to consultation.	Undertaken in conjunction with finalisation of the Oadby Town Centre AAP prior to adoption.
Stage E Monitoring the significant effects of implementing the AAP.	E1 & E2	Undertake monitoring of significant effects arising from the Oadby Town Centre AAP and respond to adverse effects.	Undertaken after the Oadby Town Centre AAP has been adopted.

9.2 **Proposals for Monitoring**

Monitoring is an important part of SA because it ensures that the process is ongoing and does not simply end once the Oadby Town Centre AAP has been adopted. Monitoring will enable Oadby and Wigston Borough Council to determine whether the implementation of the Oadby Town Centre AAP is working towards achievement of the SA objectives.

A set of targets and indicators have been developed which could potentially be used for monitoring purposes. These were determined using the SA objectives, the key issues identified and the review of plans and programmes. Targets and indicators for each SA objective are presented in Appendix G. It should be noted that these are suggested targets and indicators only and that Oadby and Wigston Borough Council will determine the exact nature of monitoring for the Oadby Town Centre AAP.