

# Oadby Town Centre Area Action Plan Options Appraisal Explanatory Notes

Sustainability Appraisal of the  
Oadby Town Centre Area Action Plan

for  
Oadby and Wigston Borough Council

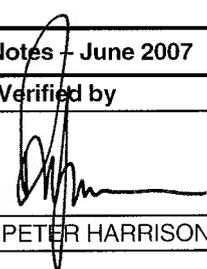
June 2007

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**OADBY AND WIGSTON BOROUGH COUNCIL**

**SUSTAINABILITY APPRAISAL OF THE  
OADBY TOWN CENTRE AREA ACTION PLAN**

**OPTIONS APPRAISAL EXPLANATORY NOTES**

**JUNE 2007**

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**ABBREVIATIONS**

<b>AAP</b>	<b>-</b>	<b>Area Action Plan</b>
<b>LDF</b>	<b>-</b>	<b>Local Development Framework</b>
<b>SEA</b>	<b>-</b>	<b>Strategic Environmental Assessment</b>
<b>SA</b>	<b>-</b>	<b>Sustainability Appraisal</b>
<b>DPD</b>	<b>-</b>	<b>Development Plan Document</b>
<b>SPD</b>	<b>-</b>	<b>Supplementary Planning Document</b>
<b>RSS</b>	<b>-</b>	<b>Regional Spatial Strategy</b>

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<b>IRF</b>	-	<b>Integrated Regional Framework</b>
<b>WYGE</b>	-	<b>White Young Green Environmental</b>
<b>ODPM</b>	-	<b>Office of the Deputy Prime Minister</b>
<b>DCLG</b>	-	<b>Department of the Communities and Local Government</b>
<b>GOEM</b>	-	<b>Government Office for the East Midlands</b>
<b>EC</b>	-	<b>European Commission</b>
<b>SOA</b>	-	<b>Super Output Area</b>
<b>KS</b>	-	<b>Key Stage</b>
<b>NVQ</b>	-	<b>National Vocational Qualification</b>
<b>SLPCT</b>	-	<b>South Leicestershire Primary Care Trust</b>
<b>EAR</b>	-	<b>Economic Activity Rate</b>
<b>LTP</b>	-	<b>Local Transport Plan</b>
<b>PRoW</b>	-	<b>Public Rights of Way</b>
<b>NPFA</b>	-	<b>National Playing Fields Association</b>
<b>LNR</b>	-	<b>Local Nature Reserve</b>
<b>SSSI</b>	-	<b>Sites of Special Scientific Interest</b>
<b>SINC</b>	-	<b>Sites of Importance for Nature Conservation</b>
<b>BAP</b>	-	<b>Biodiversity Action Plan</b>
<b>OWLCA</b>	-	<b>Oadby and Wigston Landscape Character Assessment</b>
<b>SAM</b>	-	<b>Scheduled Ancient Monument</b>
<b>SMR</b>	-	<b>Sites and Monuments Record</b>
<b>AQMA</b>	-	<b>Air Quality Management Area</b>
<b>NAEI</b>	-	<b>National Atmospheric Emissions Inventory</b>

## 1.0 **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) 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.

Sustainability Appraisal (SA) is a process through which the sustainability of a plan under preparation is assessed. Under the Planning and Compulsory Purchase Act 2004 SA is mandatory for LDF documents. 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. For ease the combined approach is simply referred to as SA throughout these explanatory notes.

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, including development of a SA framework to be used in the appraisal of documents produced as part of the LDF. Additional consultation and work to establish the baseline conditions of the Oadby Town Centre area has been undertaken to inform the development of a specific SA framework for Oadby Town Centre, details of which are summarised within these explanatory notes.

Stage B of the SA of the Oadby Town Centre AAP involves an Options Appraisal. The results of this are presented in the Options Appraisal Matrices presented in Appendix D. This document provides a guide to the matrices.

## **2.0 SUSTAINABILITY APPRAISAL PROCESS**

### **2.1 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 UK on 21<sup>st</sup> 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.

SA addresses social and economic issues but also takes into consideration environmental issues. 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 ODPM<sup>1</sup> guidance. For ease the combined SEA and SA process is simply referred to as SA throughout this Sustainability Report.

### **2.2 Sustainability Appraisal Regulations and Guidance**

The SA process undertaken by WYGE has been developed in accordance with the following regional, 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.
- EC (2001) Strategic Environmental Assessment and Integration of the Environment into Strategic Decision Making.
- Environment Agency (2004) Strategic Environmental Assessment of External Plans and Programmes.

### **2.3 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.

<sup>1</sup> 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 LDF: 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.

## **2.4 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 option that is considered most sustainable.

## **2.5 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. The SA process involves the following stages:

### **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 the Sustainability Report the following stages of the SA process will need to be undertaken by Oadby and Wigston Borough Council:

**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.

**STAGE E Monitoring implementation of the plan**

- 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.

**2.6 Stage A - Scoping****2.6.1 Links with Sustainability Appraisal Scoping**

Stage A of the SA (scoping stage) has already been undertaken for the Oadby and Wigston LDF and a SA Scoping Report<sup>2</sup> was produced in June 2005. The SA Scoping Report details the outcomes of Stage A including the development of the SA framework to be used in appraising all DPDs and SPDs produced under the Oadby and Wigston LDF.

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:

- 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;
- Identification of key sustainability issues; and
- Consultation on the proposed SA framework for Oadby Town Centre AAP.

A brief summary of the social, economic and environmental situation in Oadby Town Centre and key sustainability issues associated with the area are provided in Section 4.

**2.6.2 Oadby Town Centre Area Action Plan Sustainability Appraisal Framework**

At the end of Stage A SA objectives were developed. These SA objectives provide a basis against which to appraise the Oadby Town Centre AAP.

The East Midlands Integrated Regional Framework (IRF) produced by the Government Office for the East Midlands sets out how sustainable development should be achieved in the East Midlands. It sets out 18 objectives covering social, economic and environmental issues. The East Midlands IRF SA objectives were used as a starting point for the development of Oadby Town Centre AAP specific objectives. In addition, the review of plans and programmes were used to inform the development of Oadby Town Centre AAP specific objectives.

The SA objectives used to appraise the Oadby Town Centre AAP are listed in Table 2.1. These SA objectives have been slightly amended following consultee comments on the SA Scoping Report. Feedback from consultees on the suitability of the SA framework is provided in full in Appendix B.

<sup>2</sup> The Oadby and Wigston LDF SA Scoping Report can be found on the Oadby and Wigston Borough Council website at the following link: [http://www.oadby-wigston.gov.uk/Home/Planning/Forward%20Plans/Local%20Development/LDF\\_SA.aspx](http://www.oadby-wigston.gov.uk/Home/Planning/Forward%20Plans/Local%20Development/LDF_SA.aspx)

The SA objectives integrate social, economic and environmental considerations. The Oadby Town Centre AAP should aim to fulfil the SA objectives as this will allow it to be consistent with environmental regulations and high level sustainable development policies. However there may be some objectives on which the Oadby Town Centre AAP will have limited impact or which are in conflict with one another.

**Table 2.1 Oadby Town Centre AAP SA Objectives**

<b>Oadby Town Centre AAP SA Objectives</b>
1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services.
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 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.
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.

## 2.7 **Stage B - Developing and Refining Options and Assessing Effects**

Stage B of the SA process involves appraisal of the emerging and Preferred Options of the Oadby Town Centre AAP and includes the following key tasks:

### **Stage B1: Testing the Oadby Town Centre AAP objectives against the SA framework**

A compatibility test has been undertaken to assess the compatibility of each of the Oadby Town Centre AAP objectives with the SA objectives. This is illustrated through the use of symbols in the Compatibility Matrix as shown below.

Key	
✓✓	Highly compatible
✓	Potentially compatible
✕✕	Highly incompatible
✕	Potentially incompatible
~	Neutral

The results of the compatibility test are presented in the Compatibility Matrix in Appendix C.

### **Stage B2: Developing and assessing the Oadby Town Centre AAP options.**

Appraisal of the options for the Oadby Town Centre AAP as detailed in Section 5.

The remainder of Stage B of the SA process will be undertaken following consultation on the options and prior to consultation on the Oadby Town Centre AAP Preferred Options as detailed in Section 6.0.

### **3.0 BACKGROUND**

#### **3.1 Study Area**

The study area includes Oadby Town Centre along with the surrounding areas which have environmental, social and economic links with the AAP area. Oadby Town Centre is located within the St Peters ward of Oadby and borders the Grange ward and Uplands ward of the Oadby administrative area. Oadby and Wigston Borough is located in the County of Leicestershire in the East Midlands, immediately to the south of the Leicester City Council administrative area.

#### **3.2 Local Development Framework**

##### **3.2.1 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 proposals and policies set out in the Oadby and Wigston LDF will set out a planning framework embraced by the entire community which will result in a sustainable Borough. It will assist Oadby and Wigston Borough in achieving excellence in the quality of its natural and built environment.

The Oadby and Wigston LDF will comprise a number of Development Plan Documents (DPDs) which will have statutory status. The proposals and policies set out in them will guide planning decisions. It will also comprise a number of Supplementary Planning Documents (SPDs) which will be material considerations in determining planning applications.

#### **3.3 Oadby Town Centre Area Action Plan**

The Oadby Town Centre AAP is a key document which will focus 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 and will be adopted as part of the Oadby and Wigston Borough LDF.

## 4.0 **BASELINE AND KEY SUSTAINABILITY ISSUES**

### 4.1 **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 summary 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 area plus surrounding areas which have environmental, social and economic links with the AAP area.

The Oadby Town Centre AAP area is situated within the electoral ward of Oadby St Peters and predominantly falls within the Oadby and Wigston Super Output Areas (SOA) 003E and 003F, as shown in Figures 2 and 3. The eastern boundary of the 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 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 layer 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 the Oadby and Wigston Borough (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.

## **4.2 Socio-Economic Baseline**

### **4.2.1 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](http://www.statistics.gov.uk))
- NOMIS - Official Labour Statistics ([www.nomisweb.co.uk](http://www.nomisweb.co.uk))
- Government Office for the East Midlands ([www.goem.gov.uk](http://www.goem.gov.uk))
- Oadby and Wigston Borough Council Corporate Plan (2006)
- Oadby and Wigston Borough Council website ([www.oadby-wigston.gov.uk](http://www.oadby-wigston.gov.uk))
- DCLG Floor Targets Interactive website ([www.fti.neighbourhood.gov.uk](http://www.fti.neighbourhood.gov.uk))
- Audit Commission Best Value Indicators ([www.audit-commission.gov.uk](http://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/](http://www.communityhealthprofiles.info/))
- Land Registry Property Database website ([www.landreg.gov.uk](http://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](http://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

### **4.2.2 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's. 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.

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.

#### 4.2.3 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 SOA 003D, SOA 003E and SOA 003F in 2001 was 1,284, 1,330 and 1,323 respectively.

The population density of Oadby and Wigston SOA 003D, SOA 003E and SOA 003F in 2001 was 27.31, 11.20 and 39.28 persons per hectare. The low population density of St Peters ward and Oadby and Wigston SOA 003E reflects the fact that these areas comprise predominantly of commercial/retail properties and Leicester racecourse, situated west of the 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 higher 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 SOA 003D, SOA 003E and SOA 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 SOA 003D, SOA 003E and SOA 003F and the outward migration of young people from these areas.

Oadby has an ethnically diverse population. The 2001 Census revealed that approximately 11% of the population identified themselves as Hindu, and 6% as Muslim.

#### 4.2.4 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 4.1 details the Indices of Deprivation rankings for Oadby and Wigston SOA 003D, SOA 003E and SOA 003F in January 2004. In each case the SOA with a rank of 1 is the most deprived area and the area with a rank of 32,482 is the least deprived.

**Table 4.1 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 <sup>th</sup> Percentile	27,378 / 32,482 84 <sup>th</sup> Percentile	21,833 / 32,482 67 <sup>th</sup> Percentile
Rank of Income Score	11,802 / 32,482 36 <sup>th</sup> Percentile	25,065 / 32,482 77 <sup>th</sup> Percentile	15,711 / 32,482 48 <sup>th</sup> Percentile
Rank of Employment Score	8,933 / 32,482 28 <sup>th</sup> Percentile	22,571 / 32,482 69 <sup>th</sup> Percentile	14,950 / 32,482 46 <sup>th</sup> Percentile
Rank of Health Deprivation and Disability Score	17,457 / 32,482 54 <sup>th</sup> Percentile	25,282 / 32,482 78 <sup>th</sup> Percentile	27,216 / 32,482 84 <sup>th</sup> Percentile
Rank of Education and Training Skills Score	12,449 / 32,482 38 <sup>th</sup> Percentile	24,882 / 32,482 77 <sup>th</sup> Percentile	25,206 / 32,482 78 <sup>th</sup> Percentile
Rank of Barriers to Housing and Services Score	31,492 / 32,482 97 <sup>th</sup> Percentile	30,446 / 32,482 94 <sup>th</sup> Percentile	30,631 / 32,482 94 <sup>th</sup> Percentile
Rank of Crime Score	24,594 / 32,482 76 <sup>th</sup> Percentile	17,901 / 32,482 55 <sup>th</sup> Percentile	21,050 / 32,482 44 <sup>th</sup> Percentile
Rank of Living Environment Score	16,163 / 32,482 50 <sup>th</sup> Percentile	19,210 / 32,482 59 <sup>th</sup> Percentile	14,432 / 32,482 44 <sup>th</sup> Percentile

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

#### 4.2.5 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.

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.

#### 4.2.6 Health

Health in Oadby and Wigston Borough is good compared with the rest of England. In the 2001 census 7.4% of the 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 SOA 003D and SOA 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'. In comparison, the general health of residents in Oadby and Wigston SOA 003F is good in comparison to the national average. 68.76% of residents in SOA 003F described their health as good in 2001.

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.

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.

#### 4.2.7 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 National Vocational Qualifications (NVQ) Level 1 qualified adults (those economically active) than 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 had a higher percentage of adults with NVQ Level 2, Level 3 and Level 4 compared to the county, regional and national averages in 2003 – 2004.

#### 4.2.8 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 within the Oadby Town Centre boundary given that the remaining allocation has been developed. However, the Urban Potential Housing Study (2003) does provide 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 associate 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 housing rented from Oadby and Wigston Borough Council or a housing association 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.

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. The average house price in Oadby and Wigston Borough is, however, higher than the regional average of £163,225.

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. 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.

#### 4.2.9 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 Leicestershire Local Transport Plan 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.

##### 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*

According to the multi-map website 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 and also connects to Nottingham and Coventry City Centres. However, this service is very infrequent with trains to Leicester running every two hours during the daytime.

There are a number of frequent bus services operating in the Oadby area. Frequent services include (but are not limited to) the 31 / 31 A (Leicester City Centre – Oadby Centre – Oadby Grange / Oadby Estates) bus service run by Arriva, and the 40 Leicester Outer Circle route run by

Centrebus. Bus stops are situated on the B5403 Leicester Road/London Road, Wigston Road, The Parade and Chestnut Avenue.

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.

### *Walking*

There are limited pedestrian circuits in the 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 (PRoW) (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.

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 cycling 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.

#### 4.2.10 Leisure and Recreation

Open space and playing fields provide informal and formal recreation for all ages. The National Playing Fields Association (NPFA) recently published the Six Acre Standard. This is a planning guide 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 NPFA 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.

English Nature 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 NPFA standards, there is a substantial shortfall in the outdoor playing space available to residents in Oadby and Wigston Borough.

An area of open space within the AAP area is designated as significant urban open space in the Oadby and Wigston Borough Local Plan. The 'Chicken Walk' is situated south adjacent to residential properties associated with the Morwoods.

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.

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, south of the town centre. 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.

#### 4.2.11 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 Hospital is located off Gartree Road, 2km north of the AAP area.

As highlighted in Section 4.2.10 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.

#### 4.2.12 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.

### 4.3 Environmental Baseline

#### 4.3.1 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](http://www.environment-agency.gov.uk))
- Multi Agency Geographical Information for the Countryside website ([www.magic.gov.uk](http://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](http://www.natureonthemap.org.uk))

- Natural England website ([www.naturalengland.org.uk](http://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](http://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](http://www.naei.org.uk))
- English Heritage website ([www.english-heritage.org.uk](http://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

#### 4.3.2 Water Environment

##### Surface Water

The Oadby Town Centre AAP area lies within the River Soar catchment area, which covers an area of approximately 1380km<sup>2</sup>. 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 issues 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. Both stretches are currently meeting their River Water Quality targets.

##### 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 permeability<sup>3</sup>. 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 area. The floodplain map shows that the majority of the AAP area falls outside the extent of the

<sup>3</sup> 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.

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'.

### 4.3.3 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.
- Wetland habitats.

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.

#### 4.3.4 Landscape and Visual Amenity

##### Townscape

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 of 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.

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.

Fine examples of architecture exist throughout the Town Centre, in particular within the 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.

An area of significant urban open space exists within the AAP area. The ‘Chicken Walk’ is situated south adjacent to residential properties associated with the Morwoods.

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 4.2.

**Table 4.2 Leicestershire Vale Landscape Character Area Characteristics**

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

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.

4.3.5 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.

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.

#### 4.3.6 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.

#### 4.3.7 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 no SAMs in Oadby and Wigston Borough, although it is understood that this situation is currently being reviewed.

There are a number of archaeological sites of interest in Oadby and Wigston Borough, which form an important part of its heritage. 85 of these are listed on the Sites and Monuments Record (SMR) 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.

##### 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 individual 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 4.3 lists the buildings of local historic and architectural interest in the Oadby Town Centre AAP area. Buildings which are of group, rather than individual, merit are shown in *italics*.

**Table 4.3 – Schedule of Significant Local Buildings (Oadby)**

Street	Building(s)
Brocks Hill Drive	<ul style="list-style-type: none"> <li>• “The Elms”</li> </ul>
Chapel Street	<ul style="list-style-type: none"> <li>• Ian Wood Photography (former Adult School)</li> </ul>
Church Street	<ul style="list-style-type: none"> <li>• No. 23 “Hill Top”</li> <li>• No. 25 “The Orchards”</li> <li>• <i>(Group value: Nos. 2-34 evens)</i></li> </ul>
Harborough Road	<ul style="list-style-type: none"> <li>• “Launde House” (formerly Ferrolene House)</li> <li>• “Oadby Owl” Public House</li> <li>• Nos. 18-26</li> </ul>
Leicester Road	<ul style="list-style-type: none"> <li>• Leicester Racecourse, stands and stabling</li> <li>• Oadby Baptist Church</li> <li>• Former Urban District Council Swimming Baths</li> <li>• No. 81 Brooks House</li> <li>• Oadby Court No. 1-5</li> <li>• Memorial North Side of Ellis Park</li> </ul>
London Road	<ul style="list-style-type: none"> <li>• No. 17</li> <li>• “The Black Dog” Public House</li> <li>• Nos. 24-36 (evens) including gate pier and screen</li> <li>• Nos. 38-40 (evens) including gate pier and pillar box</li> <li>• No. 65A A &amp; J Carter Ltd</li> <li>• No. 66</li> <li>• <i>(Group value: Nos. 1, 3, 19, “The Fox” Public House, 68-80 evens)</i></li> </ul>
The Parade	<ul style="list-style-type: none"> <li>• Nos. 12-16 “The Old Manor Inn”</li> <li>• No. 91</li> </ul>
Sandhurst Street	<ul style="list-style-type: none"> <li>• Nos. 1-31</li> </ul>
Wigston Road	<ul style="list-style-type: none"> <li>• St Peters Church Hall</li> <li>• The Royal British Legion</li> <li>• Moat House Hotel</li> <li>• Former house fronting Wigston Road</li> </ul>

#### 4.3.8 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.

#### 4.3.9 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 four Air Quality Management Areas<sup>4</sup> (AQMAs) in the Borough. Of these, one AQMA is located within Oadby. The AQMA is located on the edge of the Borough on the A6 Leicester Road, along Leicester Road, the A6 Harborough Road and Glen

<sup>4</sup> 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.

Road (up until the Ash Tree Road junction). This includes the area from the Racecourse roundabout along Palmerston Way up to the edge of the Borough.

The AQMAs in Oadby and Wigston Borough were declared because levels of Nitrogen Dioxide (NO<sub>2</sub>) within the areas 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 NO<sub>2</sub> 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 NO<sub>2</sub> was met in all 4 AQMAs 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 all four AQMAs.

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

#### 4.3.10 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.

#### 4.3.11 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.

## 5.0 **SUSTAINABILITY APPRAISAL OF THE ISSUES AND OPTIONS**

### 5.1 **Oadby Town Centre Area Action Plan Issues and Options**

As part of the options stage of the AAP development Taylor Young, in conjunction with BE Group and Faber Maunsell, have produced an Issues and Options Report for the Oadby Town Centre AAP. This report details the objectives for the future of the town and sets out the options for the AAP by character area. The report also provides 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 have been 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 have been 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

Tables 5.2 and 5.3 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 Area Action Plan Issues and Options Report (2007) produced by Taylor Young.

**Table 5.2 Oadby Town Centre AAP Options – Site Based Interventions / Public Realm**

<b>Site Based Interventions / Public Realm</b>	
<b>Description</b>	<b>Level of Intervention</b>
<b>1.1 Sandhurst Street</b>	
Reinforce Leicester Road as a key town centre entry point	<i>Low</i>
Improved signage to town centre	
Lighting strategy as part of town centre initiative	
Create better pedestrian connections	
Environmental improvements to the BP garage	<i>Medium</i>
Upgrade the existing residential properties	
Public realm upgrade	
Town Scheme Initiative for the existing housing	
Shop front improvement scheme	<i>High</i>
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	
<b>1.2 The Parade</b>	
Public realm upgrade	<i>Low</i>
Improved presence / signage / lighting	<i>Medium</i>

<b>Site Based Interventions / Public Realm</b>	
<b>Description</b>	<b>Level of Intervention</b>
<b>1.2 The Parade</b>	
Enhanced connections to town centre parking	<i>Medium</i>
Shop front improvement scheme	
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	<i>High</i>
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	
<b>1.3 Brooksby Drive</b>	
Pedestrian area reconfiguration associated with movement network	<i>Low</i>
Boundary treatments and building facelifts	
Improved presence / signage / lighting	
New community focus associated with Church	<i>Medium</i>
Landscape and boundary treatments	
Town Scheme Initiative for the residential buildings on Leicester Road	
Grant initiatives made available to upgrade the art deco buildings	<i>High</i>
<b>1.4 Chapel Street</b>	
Public realm improvements	<i>Low</i>
Public realm / pavement upgrade	
Improved presence / signage / lighting	
Improvements to Leicester Road frontage	<i>Medium</i>
Improvements to the Church on Leicester Road	
<b>1.5 Industrial Quarter</b>	
Improved presence / signage / lighting / linkages	<i>Low</i>
Public realm / pavement upgrade	
Enhancement of the bus stops on Harborough Road	<i>Medium</i>
Enhancement of the car park	
Frontage improvements	
Opportunity for a new development on Invicta / Vantis site	<i>High</i>
New community development fronting onto New Street to include the garage	
<b>1.6 The Village</b>	
Public realm improvements	<i>Low</i>
Improved presence / signage / lighting	
Community focus for the Church Hall	
Shop front improvement scheme	<i>Medium</i>
Gateway development	
Upgrade the roundabout	

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

**Table 5.3 Oadby Town Centre AAP Options – Non Physical Supporting Projects**

<b>Non Physical Supporting Projects</b>	
<b>Description</b>	<b>Level of Intervention</b>
<b>2.1 Town Centre Management</b>	
Town centre promotions and events	<i>Low</i>
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)	<i>Medium</i>
Shop front improvement scheme	
Town Scheme Initiative	
Business support	

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

**5.2 Sustainability Appraisal Methodology**

The Oadby Town Centre AAP options detailed in Section 5.1 above have been appraised using the SA objectives in Table 2.1. For each option it has been 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. This is illustrated through the use of symbols in the Options Appraisal Matrices as shown below:

<b>Key</b>	
	Option potentially moving towards achievement of Sustainability Appraisal objective
	Unknown: depends on how option will be implemented
	Option potentially moving away from achievement of Sustainability Appraisal objective
	Neutral: no relationship with Sustainability Appraisal objective/or change to status quo

The Options Appraisal Matrices are provided in Appendix D. In each matrix commentary has been provided to explain the likely effects that have been identified.

It should be noted that for the purposes of the SA baseline conditions are assumed to be the 'status quo' for Oadby Town Centre. Implementation of the options 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. Although in reality this would not occur as natural and social processes would continue to operate.

## 6.0 **NEXT STEPS**

The Options Appraisal Matrices together with these explanatory notes form the first steps in Stage B of the SA of the Oadby Town Centre AAP. The findings of this appraisal will need to be taken into account in the preparation of the Preferred Options.

The next steps of the SA and associated steps of the Oadby Town Centre AAP are detailed in Table 6.1.

**Table 6.1 - Next Steps in the Sustainability Appraisal of the Oadby Town Centre AAP**

ODPM (2005) Guidance Stage		SA Steps	Links to AAP Process
Stage B Developing and refining options and assessing effects	B3 & B4	Predict and assess the effects of the Oadby Town Centre AAP Preferred Options.	Undertaken after draft Preferred Options have been developed. The Preferred Options will then need to be revised in line with any findings.
	B5	Develop mitigation to minimise adverse effects and maximise beneficial effects.	Undertaken after draft Preferred Options developed. The Preferred Options will then need to be revised in line with any findings.
	B6	Develop recommendations for monitoring and indicators.	Undertaken after draft Preferred Options developed.
Stage C Preparing the Sustainability Report	C1	Produce the Sustainability Report for the Oadby Town Centre AAP.	Undertaken in conjunction with preparation of Preferred Options Report.
Stage D Consulting on the Preferred Options and the Sustainability Report	D1	Consultation on the Sustainability Report.	Undertaken at the same time as formal consultation on the Preferred Options Report.
	D2	Appraise any significant changes to the Oadby Town Centre AAP.	Undertaken in conjunction with finalisation of the Oadby Town Centre AAP.
	D3	Produce a consultation statement to accompany the Oadby Town Centre AAP outlining how the findings of the SA and responses to consultation have been taken into account.	Undertaken in conjunction with finalisation of the Oadby Town Centre AAP.

ODPM (2005) Guidance Stage		SA Steps	Links to AAP Process
Stage E Monitoring the significant effects of implementing the Oadby Town Centre 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.

**APPENDIX A**  
**REPORT CONDITIONS**

# WHITE YOUNG GREEN ENVIRONMENTAL LTD

## REPORT CONDITIONS

### OPTIONS APPRAISAL EXPLANATORY NOTES SUSTAINABILITY APPRAISAL OF THE OADBY TOWN CENTRE AREA ACTION

#### OADBY AND WIGSTON BOROUGH COUNCIL

*This report is produced solely for the benefit of Oadby and Wigston Borough Council and no liability is accepted for any reliance placed on it by any other party unless specifically agreed in writing otherwise.*

*This report is prepared for the proposed uses stated in the report and should not be used in a different context without reference to WYGE. In time improved practices, fresh information or amended legislation may necessitate a re-assessment. Opinions and information provided in this report are on the basis of WYGE using due skill and care in the preparation of the report.*

*This report refers, within the limitations stated, to the environment of the site in the context of the surrounding area at the time of the inspections. Environmental conditions can vary and no warranty is given as to the possibility of changes in the environment of the site and surrounding area at differing times.*

*This report is limited to those aspects reported on, within the scope and limits agreed with the client under our appointment. It is necessarily restricted and no liability is accepted for any other aspect. It is based on the information sources indicated in the report. Some of the opinions are based on unconfirmed data and information and are presented as the best obtained within the scope for this report.*

*Reliance has been placed on the documents and information supplied to WYGE by others but no independent verification of these has been made and no warranty is given on them. No liability is accepted or warranty given in relation to the performance, reliability, standing etc of any products, services, organisations or companies referred to in this report.*

*Whilst skill and care have been used, no investigative method can eliminate the possibility of obtaining partially imprecise, incomplete or not fully representative information. Any monitoring or survey work undertaken as part of the commission will have been subject to limitations, including for example timescale, seasonal and weather related conditions.*

*Although care is taken to select monitoring and survey periods that are typical of the environmental conditions being measured, within the overall reporting programme constraints, measured conditions may not be fully representative of the actual conditions. Any predictive or modelling work, undertaken as part of the commission will be subject to limitations including the representativeness of data used by the model and the assumptions inherent within the approach used. Actual environmental conditions are typically more complex and variable than the investigative, predictive and modelling approaches indicate in practice, and the output of such approaches cannot be relied upon as a comprehensive or accurate indicator of future conditions.*

*The potential influence of our assessment and report on other aspects of any development or future planning requires evaluation by other involved parties.*

*The performance of environmental protection measures and of buildings and other structures in relation to acoustics, vibration, noise mitigation and other environmental issues is influenced to a large extent by the degree to which the relevant environmental considerations are incorporated into the final design and specifications and the quality of workmanship and compliance with the specifications on site during construction. WYGE accept no liability for issues with performance arising from such factors*

February 2007

**APPENDIX B**  
**SCOPING STAGE CONSULTATION RESPONSES**

**Sustainability Appraisal of the Oadby Town Centre Area Action Plan  
Appendix B - Scoping Stage Consultation Responses**

Organisation / Name	Date Received	Comments	Response
<p align="center"><b>East Midlands Regional Assembly</b></p>	<p align="center">15<sup>th</sup> February 2007</p>	<ul style="list-style-type: none"> <li>The Regional Spatial Strategy (RSS) 8 seeks a holistic approach to the development process and therefore the Regional Core Objectives set out in Policy 1 reflect the social, economic, environmental and resource efficiency facets of sustainable development.</li> </ul>	<p>Comment noted.</p> <p>The objectives of the RSS have been considered within the Sustainability Appraisal (SA) of the Area Action Plan (AAP) options and this will be taken forward in the next steps of the SA.</p>
		<ul style="list-style-type: none"> <li>It would also be advantageous to include SA objectives on renewable energy and reducing the possible impact of future climate change, especially the risk of damage to life and property from flooding.</li> </ul>	<p>Comment noted.</p> <p>Renewable energy and the need to reduce the impact of climate change are considered under SA objectives 13 and 14. SA objectives 10, 11, 12, 18, 19, 20 and 22 also ensure consideration of a range of other aspects which may have effect upon climate change such as sustainable design and construction, resource use and sustainable transport.</p>
		<ul style="list-style-type: none"> <li>It is worth noting that the Draft Regional Plan, launched for consultation on 28<sup>th</sup> September 2006, has clearer aims in regards to the Core Regional Objectives. This may be more pertinent in regards to conformity as it is due to be adopted in 2008.</li> </ul>	<p>Comment noted.</p> <p>The aims of the Draft Regional Plan have been considered within the SA of the AAP options and this will be taken forward in the next steps of the SA.</p>
<p align="center"><b>Leicestershire Constabulary</b></p>	<p align="center">8<sup>th</sup> March 2007</p>	<ul style="list-style-type: none"> <li>Reinforce SA Objective 4 in that any action plan should consider the need 'to improve community safety, reduce anti-social behaviour, and reduce crime and the fear of crime'. Designing out crime and designing in community safety should be central to the planning and delivery of new development and should be a key requisite in the formation of AAPs.</li> </ul>	<p>Comment noted.</p> <p>SA objective 4 has been amended to read: 4. <i>To improve community safety, and reduce crime, anti-social behaviour and the fear of crime.</i></p> <p>The need to design out crime has been considered within the SA of the AAP options, under SA objective 4. This will be taken forward in the next steps of the SA.</p>
<p align="center"><b>Leicestershire County Council</b></p>	<p align="center">9<sup>th</sup> March 2007</p>	<ul style="list-style-type: none"> <li>The SA Scoping Report was produced in June 2005 and subsequently a number of developments have taken place that Local Development Framework (LDF) needs to take account of. Nationally, the following document should be considered. <ul style="list-style-type: none"> <li>PPS 1 Supplement, Planning and Climate Change</li> <li>PPS 3 Housing</li> <li>PPS 22 Renewable Energy</li> <li>PPS 25 Development and Flood Risk</li> </ul> </li> <li>At a regional level, the draft RSS should be included and at the county level, the Leicestershire Local Area Agreement (March 2006) in particular the Economic Block and Cleaner and Greener Block outcomes.</li> </ul>	<p>Comment noted.</p> <p>The objectives of these documents have been considered within the SA of the AAP options. A review of these documents was undertaken during Stage A of the SA process. A summary of the review will be provided in the Sustainability Report (Stage C of the SA process).</p>

**Sustainability Appraisal of the Oadby Town Centre Area Action Plan  
Appendix B - Scoping Stage Consultation Responses**

Organisation / Name	Date Received	Comments	Response
Leicestershire County Council	9 <sup>th</sup> March 2007	<ul style="list-style-type: none"> <li>Due to the localised nature of the AAPs it will be particularly important to analyse plans and programmes at the local level. The Oadby &amp; Wigston Housing Strategy should be added to the documents listed.</li> </ul>	<p>Comment noted.</p> <p>A review of the Oadby and Wigston Housing Strategy was undertaken during Stage A of the SA process. A summary of the review will be provided in the Sustainability Report (Stage C of the SA process).</p>
		<ul style="list-style-type: none"> <li>With particular reference to SA Objectives 4 and 6, consideration should be given, wherever possible, in either the context of Oadby Town Centre AAP or Wigston Town Centre AAP, to the provision of a Multi Faith Centre. This could function not only as a centre for worship but as a single access point for a variety of cross-agency services (e.g. pre and post natal care, adult literacy, English for speakers of other Languages, Mother Tongue teaching). It could function as part of a community centre incorporating other elements.</li> </ul>	<p>Comment noted.</p> <p>This has been considered during the SA of the AAP options and will be taken forward in the next steps of the SA.</p>
		<ul style="list-style-type: none"> <li>Sustainability issues which are considered to take on greater significance when considered in the context of Oadby and Wigston town centres are:               <ul style="list-style-type: none"> <li>Traffic and transport, linked to air and climate.</li> <li>Population and quality of life.</li> <li>Cultural heritage and archaeology.</li> </ul> </li> </ul>	<p>Comment noted.</p> <p>Traffic and transport, linked to air and climate change has been considered within the SA of the AAP options, under SA objectives 11, 14 and 22. Quality of life has been considered within the SA of the AAP options, under a number of SA objectives, including SA objectives 1 (housing provision), 3 (health), 5 (community needs), 6 (cohesive communities) and 21 (access). Cultural heritage / archaeology have been considered under SA objectives 3 and 8.</p>
		<ul style="list-style-type: none"> <li>The inclusion of objectives 12 and 20 is welcomed.</li> </ul>	<p>Comment noted.</p>
		<ul style="list-style-type: none"> <li>Format of Sustainability Report considered suitable, however it is assumed that the quality of the detailed mapping will be improved.</li> </ul>	<p>Comment noted.</p>
Environment Agency	12 <sup>th</sup> March 2007	<ul style="list-style-type: none"> <li>Need to make reference to PPS23- Planning and Pollution Control and PPS25- Development and Flood Risk.</li> </ul>	<p>Comment noted.</p> <p>This has been considered during the SA of the AAP options and will be taken forward in the next steps of the SA.</p>
		<ul style="list-style-type: none"> <li>Dr Sue Hornby can supply a CD of baseline data sets.</li> </ul>	<p>Comment noted.</p>

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Organisation / Name	Date Received	Comments	Response
<p align="center"><b>Environment Agency</b></p>	<p align="center">12<sup>th</sup> March 2007</p>	<ul style="list-style-type: none"> <li>The key sustainability issue listed at paragraph 5.7.5 should be expanded to include 'and the increased surface water run off from an increase in hard surfaced areas'.</li> </ul>	<p>Comment noted.</p> <p><i>'The need to prevent increases in surface water run-off and flood risk'</i> has been included as a key sustainability issue for the Oadby Town Centre AAP, as highlighted in Section 4.3.11 of the explanatory notes.</p>
		<ul style="list-style-type: none"> <li>Remediation and re-use of contaminated land does not appear to have been recognised as a key sustainability issue. This should be included in paragraph 5.6.6.</li> </ul>	<p>Comment noted.</p> <p><i>'The need to ensure the remediation and re-use of contaminated land'</i> has been included as a key sustainability issue for the Oadby Town Centre AAP, as highlighted in Section 4.3.11 of the explanatory notes.</p>
<p align="center"><b>English Heritage</b></p>	<p align="center">12<sup>th</sup> March 2007</p>	<ul style="list-style-type: none"> <li>Strategic Environmental Assessment (SEA)/SA should be focused and relevant to the area under consideration, e.g. baseline data that relates to the AAP areas. You need to ask the local authority heritage officers about any relevant issues with regard to the historic environment of the areas to be addressed. As far as English Heritage are aware, they are not areas of great historic interest.</li> </ul>	<p>Comment noted.</p> <p>WYGE has collated additional baseline information that is more specific to the Oadby Town Centre AAP, a summary of which is provided in Section 4.0 of the explanatory notes. Section 4.3.7 of the explanatory notes provides summary of cultural heritage, archaeology and material assets associated with the area, which has informed the appraisal of the AAP options.</p>
		<ul style="list-style-type: none"> <li>Under SA objectives, you may wish to add one that addresses townscape.</li> </ul>	<p>Comment noted.</p> <p>The protection and enhancement of townscape character has been considered under SA objective 9.</p>
<p align="center"><b>Leicestershire County Council</b></p>	<p align="center">14<sup>th</sup> March 2007</p>	<ul style="list-style-type: none"> <li>Leicestershire County Council now has a new Local Transport Plan (LTP) with new priority objectives, although some are the same. One of the key findings of the LTP is that sustainable transport alone will not solve congestion, but that it needs to be complemented by targeted highway improvements. Thus the LTP 2006-2011 has 6 priorities (paragraph 2.128 et seq), which WYGE will need to bear in mind: <ul style="list-style-type: none"> <li>Tackling congestion</li> <li>Improving access to facilities</li> <li>Reducing road casualties</li> <li>Improving air quality</li> <li>Reducing the impact of traffic</li> <li>Managing transport assets.</li> </ul> </li> </ul>	<p>Comment noted.</p> <p>The objectives of the Leicestershire LTP 2 have been considered within the SA of the AAP options, in particular under SA objectives 11, 14 and 22. A review of the Oadby and Wigston Housing Strategy was undertaken during Stage A of the SA process. A summary of the review will be provided in the Sustainability Report (Stage C of the SA process).</p>

**APPENDIX C**  
**COMPATIBILITY MATRIX**

**Sustainability Appraisal of the Oadby Town Centre Area Action Plan  
Appendix C - Compatibility Matrix**

Compatibility Matrix Key			
✓✓	Highly Compatible	✓	Partially Compatible
~	Neutral		
✗	Potentially Incompatible	✗✗	Highly Incompatible

Oadby and Wigston Sustainability Appraisal Objectives	Oadby Town Centre Area Action Plan Objectives						Comment on Compatibility between Oadby Town Centre Area Action Plan Objectives and Sustainability Appraisal Objectives
	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	
1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services.	✓	✓✓	~	✓✓	✓	✓	The objectives of the Area Action Plan (AAP) will allow the provision of decent and affordable homes; meeting local needs with links to services. Any new housing must be compatible with the needs of the existing population, and should engender high quality design.
2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services.	✓	✓✓	✓✓	✓	~	~	The reduction of health inequalities through the provision of wide access to health services could be addressed through the promotion of social benefits for local people. In addition, achieving an attractive place for people to work and live will require the provision of good access to health services and will help to maintain good health. The provision of safe and pedestrian friendly environment will encourage people to walk around the town more and develop healthier lifestyles.
3. To provide better opportunities for people to access and understand local heritage and participate in cultural and recreational activities.	✓	✓	~	✓	✓	~	Access to local heritage features and cultural / recreational activities could be incorporated into the requirement to provide an attractive place to live, and through the growth of social benefits for local people. Local heritage will also play an important part in the establishment of a distinctive role for Oadby. High quality and inspirational design presents opportunities for incorporating local heritage.
4. To improve community safety, and reduce crime, anti-social behaviour and the fear of crime.	~	✓✓	✓✓	✓✓	✓	~	As part of the growth of economic & social benefits for local people, an improvement of community safety and a reduction in the fear of crime should be integral. This will also contribute towards the provision of an attractive place to shop, live and work. High quality design should also incorporate design to reduce 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.	~	✓✓	✓	✓	✓	✓	The growth of social benefits for local people and an improvement of the town centre offer will present opportunities for the provision of improved support and empowerment for elderly and deprived groups. High quality and inspirational design may present opportunities for the involvement of local communities. Linking the town physically to its catchment will improve the access to service provision.
6. To promote racial harmony and create cohesive communities.	~	✓	✓	✓	~	~	A growth in economic and social benefits for local people and an increase in the diversity of the town centre offer will contribute towards the promotion of racial harmony and social cohesion. This will also be partially achieved through the provision of an attractive place to live and work.
7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of BAP targets.	✓	~	~	✓	✓	✗	As part of the provision of an inspirational design and achievement of an attractive place, the protection of the natural environment and achievement of BAP targets should be integral. This may also be achieved through the provision of an attractive place to live and work. However, the process of linking the town physically to its catchment may result in adverse impacts on the natural environment, through highways construction etc.
8. To preserve and enhance the character, appearance and setting of archaeological sites, historic buildings, conservation areas, historic parks and other cultural assets.	✗	✓	~	✓	✓	✗	Development associated with establishing a role for Oadby and the physical linking of the town to its catchment could adversely affect any conservation areas or cultural assets within the locale. Conversely, the preservation and enhancement of historical assets may be achieved through the provision of an inspirational and high quality design, and through the achievement of an attractive place to live and work. In addition, this will contribute towards a growth in social benefits for local people.

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	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	
9. To protect and enhance the landscape and green spaces in the borough and to provide opportunities for public access to the countryside.	✗	✓	~	✓	✓	✗	Through the provision of an attractive place to live and work and a growth in the social benefits for local people, the protection and enhancement of the greenspaces and landscape in the locality may be integral. Development associated with establishing a role for Oadby and the physical linking of the town to its catchment could result in loss of open / green spaces - it is important to ensure these are protected.
10. To manage prudently water resources, improve water quality, protect the floodplain and protect against flood risk.	~	✓	~	✓	✓	~	High quality design and the provision of measures to ensure accessibility should consider protection against flood risk and the prudent management of water resources. In addition, this will work towards the growth of social benefits for local people.
11. To improve air quality particularly through reducing transport related pollutants.	✗	✓	✓	✓	✓	✗	As part of the AAP objectives to ensure an attractive place to live and work, and to ensure a sustainable role for Oadby, the reduction of transport related air pollution should be considered. This will also be engendered within the growth of social benefits for local people. However, development associated with establishing a role for Oadby and the physical linking of the town to its catchment could attract more people to the town and lead to an increase in car use and associated air pollutant emissions.
12. To manage prudently mineral resources and avoid / reduce pollution of land.	✓	✓	~	✓	~	~	As part of the objective to ensure the growth of economic and social benefits for local people and the provision of an attractive place to live and work, the prudent management of land resources should be integral. Development in Oadby may also reduce the need for development of greenfield sites.
13. To minimise energy use and develop renewable energy resources.	✓	✓	~	✗	✓	~	The use of renewable energy sources could be taken forward as part of the objective to develop a sustainable role for Oadby and to produce a high quality and inspirational design. However, the use of certain modes of renewable energy sources (e.g. wind turbines) may have a negative impact on the visual amenity of the area for some potential residents.
14. To reduce greenhouse gas emissions to mitigate the rate of climate change.	✗	✓	✓	~	✓	✗	Under the AAP objectives to provide a sustainable role for Oadby, and to ensure the growth of social and economic benefits for local people, a commitment to reduce greenhouse gas production should be integral. However, development associated with establishing a role for Oadby and the physical linking of the town to its catchment could attract more people to the town and lead to an increase in car use and associated greenhouse gas emissions.
15. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.	✓	✓	✓	✓	✓	~	The prevention and avoidance of local, regional and global environmental impacts resulting from human activity in the locale will form part of the AAP objective to establish a sustainable role for Oadby. In addition, this will also assist in the growth of economic and social benefits for local people. Provision of an accessible location and a pedestrian friendly environment will help to encourage people to walk rather than use their cars.
16. To improve access to education and training for children, young people, adult learners, the unemployed, the disabled and the deprived.	✓	✓✓	~	✓	~	✓	Through the AAP objective to ensure the growth in economic and social benefits for local people, and the provision of an accessible and attractive place to live and work, the improvement of access to education and training facilities will be paramount. This will also encourage the economic linking of the town to its catchment.
17. To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local population.	✓	✓✓	~	✓✓	✓	✓	As part of the growth of economic benefits for local people and the provision of an attractive place to shop, work and live, the development of a strong enterprise culture with good access to employment opportunities for all will be central. Again, this will also encourage the economic linking of the town to its catchment.

**Sustainability Appraisal of the Oadby Town Centre Area Action Plan  
Appendix C - Compatibility Matrix**

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	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	
18. To optimise the use of previously developed land, buildings and existing infrastructure.	✓	✓	~	✓	✓	~	The objectives to establish a sustainable role for Oadby, and to provide a high quality and inspirational design presents opportunities to optimise the re-use of land and existing buildings wherever possible.
19. To promote and ensure high standards of sustainable design and construction.	✓	✓	~	✓	✓✓	~	The establishment of a distinct and sustainable role for Oadby, and the use of high quality and inspirational design will contribute towards the use of sustainable construction techniques.
20. To minimise waste and to increase the re-use, recycling and composting of waste materials.	✗	✓	✗	✓	✓	✗	The AAP objectives to increase social benefits for local people and to achieve an attractive place to live and work are compatible with waste minimisation and recycling. However, development associated with establishing a role for Oadby and the physical linking of the town to its catchment could result in construction and operational waste.
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.	✓✓	✓✓	✓✓	✓✓	✓	✓	To achieve the AAP objective of ensuring a growth in economic and social benefits for local people, the improvement of access to services for special needs groups and those without access to private modes of transport will be paramount. Ensuring that Oadby is an attractive and accessible place to shop, live and work, and the physical and economic linking of the town to its catchment will contribute towards improving access for all.
22. To encourage and develop the use of public transport, cycling and walking.	✓✓	✓	✓✓	✓✓	✓	✓	The establishment of a sustainable role for Oadby and the provision of an accessible and attractive place to shop, live and work will help to encourage improvements in public transport infrastructure. The creation of a safe and pedestrian friendly environment will be vital in encouraging an increase in walking throughout the town.

**APPENDIX D**  
**ISSUES AND OPTIONS APPRAISAL MATRICES**

**Sustainability Appraisal of the Oadby Town Centre Area Action Plan  
Appendix D - Options Appraisal Matrix**

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

Sustainability Appraisal Objectives	1.1 Sandhurst Street					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services.	↑	Improvements to pedestrian connections and signage should help to ensure that housing in the Sandhurst Street area has better links with the services provided in the Town Centre.	↑	Upgrade of the existing residential properties and the town scheme initiative will help to improve the overall quality of housing.	↕	Re-alignment of the Sandhurst Street / Leicester Road junction and development of a one way gyratory system should help to improve access to the Town Centre. Development of the new road system may however, result in the loss of some housing in this area.
2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services.	↑	Improvements to pedestrian connections and signage, and lighting provision should help to encourage people to walk and thus may help to improve health.	↕	Improvements to the public realm may contribute towards general well-being.	↕	Re-alignment of the Sandhurst Street / Leicester Road Junction may improve access to health care services and sports / recreation facilities. However, provision of a new route into the Town Centre may result in an increase in traffic passing through the area, and thus have an effect upon health. Development of a new town square, with links to Ellis Park east of Sandhurst Street, will provide a new space for people to relax / interact and thus may help to improve health.
3. To provide better opportunities for people to access and understand local heritage and to participate in cultural and leisure activities.	↑	Improvements to pedestrian connections and signage should improve links to cultural and leisure facilities in Oadby, and may improve access to areas of historical interest. Signage provided as part of the scheme should include clear directions to cultural / leisure facilities and areas of cultural / historical interest in Oadby.	↕	New gateway development may provide opportunities to celebrate local heritage / culture.	↑	Re-alignment of the Sandhurst Street / Leicester Road Junction may improve access to cultural / leisure facilities, and areas of cultural / historical interest in Oadby.
4. To improve community safety, and reduce crime, anti-social behaviour and the fear of crime.	↑	The provision of lighting may help to reduce crime, anti-social behaviour and the fear of crime in the Town Centre. Improvements to pedestrian connections and signage should also help to increase activity in the Town Centre throughout the day encouraging community interaction helping to reduce the fear of crime.	↕	Improvements to the public realm may help to reduce crime, anti-social behaviour and the fear of crime in the Town Centre.	↕	Provision of a new access point into the Town Centre and new gateway development may help to increase activity in the area throughout the day encouraging community interaction helping to reduce 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.	↕	Need to ensure that improvements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.	↕	Need to ensure that improvements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.	↕	Development of a new town square may present opportunities to encourage community empowerment (e.g. involving local communities in the design of the town square). Need to ensure that potential gateway development meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.
6. To promote racial harmony and create cohesive communities.	↕	Need to ensure that improvements provide for community interaction.	↕	Public realm improvements may present opportunities to promote racial harmony / cohesive communities. Need to ensure that improvements provides for community interaction.	↕	Development of a new town square may present opportunities to promote racial harmony / cohesive communities. Need to ensure that potential gateway development provides for community interaction.
7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of BAP targets.	↔	No significant effects are anticipated.	↕	Upgrade of the existing residential properties could have an effect upon BAP / protected species which may be present in the area (e.g. bats which may be roosting in roofs). Ensure necessary ecological surveys are undertaken before works commence.	↕	Re-alignment of the Sandhurst Street / Leicester Road junction and potential new gateway development may have an effect upon BAP / protected species which may be present in the area (e.g. direct disturbance, loss of habitat). Ensure necessary ecological surveys are undertaken before works commence. There may be opportunities for ecological enhancements as part of the proposed development, which should be pursued.
8. To preserve and enhance the character, appearance and setting of archaeological sites, historic buildings, conservation areas, historic parks and other cultural assets.	↔	No significant effects are anticipated.	↕	Upgrade of the existing residential properties and the public realm could have an effect upon the setting of historic buildings and conservation areas within Oadby Town Centre and the surrounding area, in particular Locally Listed Buildings which are present within the area. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.	↕	Re-alignment of the Sandhurst Street / Leicester Road junction and potential new gateway development may have an effect upon the setting of historic buildings and conservation areas within Oadby Town Centre and the surrounding area, in particular Locally Listed buildings which are present within the area. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.
9. To protect and enhance the landscape and green spaces in the Borough and to provide opportunities for public access to the countryside.	↑	Improvements to pedestrian connections and signage should improve links to green space in the surrounding area, in particular to the recreation ground east of Sandhurst Street.	↑	Upgrade of the existing residential properties and the public realm should help to enhance the townscape within this area.	↕	Development of a new town square should help to enhance the townscape within this area. Major re-alignment of the Sandhurst Street / Leicester Road junction and potential new gateway development may have an effect upon the townscape. This will be dependant upon the scale, layout and design of development proposed.

**Sustainability Appraisal of the Oadby Town Centre Area Action Plan  
Appendix D - Options Appraisal Matrix**

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

Sustainability Appraisal Objectives	1.1 Sandhurst Street					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
10. To manage prudently water resources, improve water quality, protect the floodplain and protect against flood risk.	↔	No significant effects are anticipated.	↕	Upgrade of existing residential properties may present opportunities for improving water efficiency (e.g. installation of rainwater butts).	↓	New development could impact on water bodies (e.g. due to construction related pollution incidents). New development could also increase the overall volume of waste water created and increase demand for water. Need to ensure that water use, waste water and surface water run-off is managed prudently and in accordance with best practice guidelines.
11. To improve air quality particularly through reducing transport related pollutants.	↑	Improvements to pedestrian connections and signage should help to encourage people to walk instead of using the car. This could help to minimise air pollutant emissions associated with car use.	↔	No significant effects are anticipated.	↕	Re-alignment of the Sandhurst Street / Leicester Road junction will create a new access point into the Town Centre, which may result in an increase in traffic passing through the area. New development may also result in an increase in traffic. This may therefore have an adverse effect upon local air quality. Development of a one way gyratory could encourage car use, as the one way system should improve the circulation of traffic through Oadby Town Centre. However, the one way system may also reduce congestion, which would have a beneficial effect upon air quality.
12. To manage prudently mineral resources and avoid / reduce the pollution of land.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.	↑	Potential new gateway development on brownfield land may reduce the need to develop greenfield land and thus help to reduce the pollution of land.
13. To minimise energy use and develop renewable energy resources.	↕	The provision of lighting (lighting strategy) may present opportunities for improving energy efficiency (e.g. installation of energy efficient street lamps).	↕	Upgrade of existing residential properties and public realm may present opportunities for improving energy efficiency and the use of renewable energy (e.g. installation of solar panels, installation of energy efficient street lamps).	↓	Potential new gateway development may result in an increase in energy consumption. Need to ensure that new buildings are energy efficient. Renewable energy technologies should be incorporated into new development.
14. To reduce greenhouse gas emissions to mitigate the rate of climate change.	↑	Improvements to pedestrian connections and signage should help to encourage people to walk instead of using the car. This should help to minimise car related greenhouse gas emissions.	↔	No significant effects are anticipated.	↕	Re-alignment of the Sandhurst Street / Leicester Road junction will create a new access point into the Town Centre, which may result in an increase in traffic passing through the area. This may therefore result in an increase in car related greenhouse gas emissions. New development may also result in an increase in traffic passing through the area. Development of a one way gyratory could encourage car use, as the one way system should improve the circulation of traffic through Oadby Town Centre. However, the one way system may also reduce congestion.
15. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.	↑	Improvements to pedestrian connections and signage should help to encourage people to walk instead of using the car.	↕	Upgrade of existing residential properties may present opportunities for providing water and energy conservation measures (e.g. installation of rainwater butts, installation of solar panels) which would enable people to reduce their environmental impact. Accessible recycling and composting facilities should be provided.	↕	Re-alignment of the Sandhurst Street / Leicester Road junction and development of a new one way gyratory system may encourage car use. Potential new gateway development may result in an increase in waste production, energy use and water consumption. Energy and water conservation measures should be provided as part of development (e.g. installation of rainwater butts, installation of solar panels) to enable people to reduce their environmental impact. Accessible recycling and composting facilities should be provided.
16. To improve access to education and training for children, young people, adult learners, the unemployed, the disabled and the deprived.	↑	Improvements to pedestrian connections should improve links to education and training facilities in the area.	↔	No significant effects are anticipated.	↑	Re-alignment of the Sandhurst Street / Leicester Road junction should improve links to education and training facilities in Oadby Town Centre and the surrounding area (e.g. Leicester).
17. To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local population.	↑	Proposed improvements to the Sandhurst Street area, including lighting provision and improved pedestrian connections, may contribute towards attracting inward investment into the town, with the knock-on effect of creating more jobs. Improvements to pedestrian connections should also improve access to employment opportunities.	↑	Upgrade of the existing residential properties and the public realm, and improvements to the shopfronts may help to attract inward investment into the town, with the knock-on effect of creating more jobs.	↑	Major re-alignment of the Sandhurst Street / Leicester Road junction and development of a new one way gyratory system should improve access to the Town Centre and thereby should help to attract inward investment into the town. Potential new gateway development should provide employment opportunities for the local population and will contribute towards attracting inward investment to the area, with the knock-on effect of creating more jobs.
18. To optimise the use of previously developed land, buildings and existing infrastructure.	↔	No significant effects are anticipated.	↑	Upgrade of existing residential properties will make good use of existing buildings.	↑	Potential new gateway development will make use of previously developed land and existing infrastructure. Existing buildings should be used where possible.
19. To promote and ensure high standards of sustainable design and construction.	↕	Improvements to pedestrian connections and the provision of lighting may present opportunities for incorporating elements of sustainable design.	↕	Upgrade of existing residential properties and the public realm may present opportunities for incorporating elements of sustainable design. Sustainable construction techniques should also be utilised.	↕	Potential new gateway development may have an effect. The nature of the effect will be dependant upon the design of development proposed. New buildings should seek to achieve an 'Excellent' rating under the BREEAM methodology.

**Sustainability Appraisal of the Oadby Town Centre Area Action Plan  
Appendix D - Options Appraisal Matrix**

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

Sustainability Appraisal Objectives	1.1 Sandhurst Street					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
20. To minimise waste and to increase the re-use, recycling and composting of waste materials.		No significant effects are anticipated.		Upgrade of existing residential properties and the public realm may present opportunities for the re-use of materials / use of materials with a high recycled content. Accessible recycling and composting facilities should be provided.		Potential new gateway development may result in increased volumes of waste both during construction and operation. Construction waste may also arise from the re-alignment of the Sandhurst Street / Leicester Road junction. Opportunities for the re-use of construction waste should be sought wherever possible. Recycling and composting facilities should be integrated into new development to encourage people to sort / recycle their waste.
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.		Improvements to pedestrian connections, signage and lighting should help to ensure good access to services in the Town Centre for those without a car.		No significant effects are anticipated.		Potential new gateway development may provide additional services / facilities in Oadby Town Centre, thereby improving access to services / facilities.
22. To encourage and develop the use of public transport, cycling and walking.		Improvements to pedestrian connections and signage should help to encourage people to walk instead of using the car. Good connections should also be provided for cyclists to encourage cycling as another alternative to the car.		No significant effects are anticipated.		Re-alignment of the Sandhurst Street / Leicester Road junction will create a new access point into the Town Centre, which may encourage car use. Development of a one way gyratory may also encourage car use, as the one way system should improve the circulation of traffic through Oadby Town Centre. The one way system would also help reduce traffic congestion in the area. Need to ensure provision of safe and attractive pedestrian and cycle routes within the Sandhurst Street area and to the surrounding area. Facilities for cyclists such as secure cycle storage and showers should be provided as part of development.

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Sustainability Appraisal Objectives	1.2 The Parade					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services.		No significant effects are anticipated.		Should a new route be provided into the Town Centre this should help to ensure that housing in the area has better links with the services provided in Oadby.		New residential development (in place of vacant developments) will contribute towards the provision of housing in the area. Should housing be provided as part of other proposed development this would also contribute towards housing provision. Need to ensure that housing is decent and accessible. Affordable housing should be provided as part of residential development. There is the potential for new development to include new services / facilities, which would contribute towards service provision. Development of the Shopping Parade may however, result in the loss of some retail services in this area.
2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services.		Connection enhancements to car parking may result in an increase in traffic passing through the area, and thus have an effect upon health. Improvements to the public realm may contribute towards general well-being. Lighting provision may also encourage people to walk and thus have a benefit upon health.		Should a new route be provided into the Town Centre this should improve access to health care services and sports / recreation facilities in Oadby. However, provision of a new route may result in an increase in traffic passing through the area, and thus have an effect upon health. Traffic calming initiatives on the Parade may however, help to discourage car use. In addition, traffic calming initiatives should help to improve road safety and minimise the risk of road accidents.		Development of the commercial premises off Leicester Road in the southern part of the Parade may result in the loss of healthcare services currently situated within this area. Provision of decked car parking will enable people to access health care services and sports / recreation facilities in Oadby. However, car parking provision will encourage car use and may therefore have an effect upon health.
3. To provide better opportunities for people to access and understand local heritage and to participate in cultural and leisure activities.		No significant effects are anticipated.		Should a new route be provided into the Town Centre this should improve access to cultural / leisure facilities and areas of cultural / historic interest in Oadby. Relocation of the library will help to maintain the provision of cultural services so long as a new library is provided within the Parade as part of the scheme.		Redevelopment may include cultural / leisure development.
4. To improve community safety, and reduce crime, anti-social behaviour and the fear of crime.		The provision of lighting and improvements to the public realm may help to reduce crime, anti-social behaviour and the fear of crime in the area.		New community development proposed may provide services / facilities that help to engage young people, which may therefore help to reduce crime. The benefit will be dependant upon the response of the local community. Improvements to the backs of retail / office units may also help to reduce crime, anti-social behaviour and the fear of crime. Provision of a new route should help to increase activity in the area throughout the day encouraging community interaction helping to reduce the fear of crime.		Development may have an effect upon crime and anti-social behaviour. The nature of the effect will be dependant upon the design and layout of development (e.g. enclosed alleyways may encourage crime). Need to consult with the local Police Architectural Liaison Officer to determine how best to integrate crime reduction measures into development. Secured by Design Principles should be adopted as part of development design.
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.		Need to ensure that improvements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.		Need to ensure that improvements / new development meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.		Need to ensure that new development meets the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.
6. To promote racial harmony and create cohesive communities.		Public realm improvements may present opportunities to promote racial harmony / cohesive communities. Need to ensure that enhancements provides for community interaction.		Need to ensure that new development provides for community interaction.		Need to ensure that new development provides for community interaction.
7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of BAP targets.		No significant effects are anticipated.		Relocation of the existing library, potential new library / community development, and development of the new route may have an effect upon BAP / protected species which may be present in the area (e.g. bats which may be roosting in roofs). Ensure necessary ecological surveys are undertaken before works commence.		New development / redevelopment proposed may have an effect upon BAP / protected species which may be present in the area (e.g. direct disturbance, loss of habitat). Ensure necessary ecological surveys are undertaken before works commence. There may be opportunities for ecological enhancements as part of the proposed development, which should be pursued.
8. To preserve and enhance the character, appearance and setting of archaeological sites, historic buildings, conservation areas, historic parks and other cultural assets.		Public realm improvements proposed could have an effect upon the setting of historic buildings and conservation areas within Oadby Town Centre and the surrounding area, in particular Locally Listed Buildings which are present within the area. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.		New development could have an effect upon the setting of historic buildings and conservation areas within Oadby Town Centre and the surrounding area, in particular Locally Listed Buildings which are present within the area. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.		New development could have an effect upon the setting of historic buildings and conservation areas within Oadby Town Centre and the surrounding area, in particular Locally Listed Buildings present within the area. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.
9. To protect and enhance the landscape and green spaces in the Borough and to provide opportunities for public access to the countryside.		Public realm improvements should help to enhance the townscape within this area.		Enhancements / new development proposed may have an effect on the townscape of the area. The nature of the effect will be dependant upon the scale, layout and design of development.		New development proposed may have an effect on the townscape of the area. The nature of the effect will be dependant upon the scale, layout and design of development.
10. To manage prudently water resources, improve water quality, protect the floodplain and protect against flood risk.		No significant effects are anticipated.		Potential new development could impact on water bodies (e.g. due to construction related pollution incidents). New development could also increase the overall volume of waste water created and increase demand for water. Need to ensure that water use, waste water and surface water run-off is managed prudently and in accordance with best practice guidelines.		New development could impact on water bodies (e.g. due to construction related pollution incidents). New development could also increase the overall volume of waste water created and increase demand for water. Need to ensure that water use, waste water and surface water run-off is managed prudently and in accordance with best practice guidelines.

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Sustainability Appraisal Objectives	1.2 The Parade					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
11. To improve air quality particularly through reducing transport related pollutants.	↕	Connection enhancements to Town Centre car parking may encourage car use. This may therefore result in an increase in pollutant emissions associated with car use, which impact upon local air quality.	↕	Should a new route be provided into the Town Centre this route may encourage car use. This may therefore result in an increase in pollutant emissions associated with car use, which impact upon local air quality. However, traffic calming initiatives on the Parade may help to discourage car use.	↕	Provision of decked car parking may encourage car use. This may therefore result in an increase in pollutant emissions associated with car use, which impact upon local air quality.
12. To manage prudently mineral resources and avoid / reduce the pollution of land.	↔	No significant effects are anticipated.	↕	Potential new development may reduce the need to develop greenfield land and thus help to reduce the pollution of land.	↑	New development on brownfield land may reduce the need to develop greenfield land and thus help to reduce the pollution of land.
13. To minimise energy use and develop renewable energy resources.	↕	Public realm improvements and the provision of lighting may present opportunities for improving energy efficiency (e.g. installation of energy efficient street lamps).	↕	Potential new development may result in an increase in energy consumption. Need to ensure that new buildings are energy efficient. Renewable energy technologies should be incorporated into new development.	↓	New gateway development may result in an increase in energy consumption. Need to ensure that new buildings are energy efficient. Renewable energy technologies should be incorporated into new development.
14. To reduce greenhouse gas emissions to mitigate the rate of climate change.	↕	Connection enhancements to Town Centre car parking may encourage car use. This may therefore result in an increase in car related greenhouse gas emissions.	↕	Should a new route be provided into the Town Centre this may encourage car use. This may therefore result in an increase in car related greenhouse gas emissions.	↕	Provision of decked car parking may encourage car use. This may therefore result in an increase in car related greenhouse gas emissions.
15. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.	↕	Connection enhancements to Town Centre car parking may encourage car use.	↕	Potential new development may result in an increase in waste production, energy use and water consumption. Energy and water conservation measures should be provided as part of development (e.g. installation of rainwater butts, installation of solar panels) to enable people to reduce their environmental impact. Accessible recycling and composting facilities should be provided.	↓	New development may result in an increase in waste production, energy use and water consumption. Energy and water conservation measures should be provided as part of development (e.g. installation of rainwater butts, installation of solar panels) to enable people to reduce their environmental impact. Accessible recycling and composting facilities should be provided.
16. To improve access to education and training for children, young people, adult learners, the unemployed, the disabled and the deprived.	↔	No significant effects are anticipated.	↑	Relocation of the library will help to maintain this facility so long as a new library is provided within the Parade as part of the scheme. Should a new route be provided into the Town Centre this should improve access to education / training opportunities in Oadby.	↕	New office development may provide training opportunities for employees (e.g. short courses and training schemes).
17. To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local population.	↑	Proposed public realm improvements should contribute towards attracting inward investment into the town, with the knock-on effect of creating more jobs.	↑	Proposed enhancements and potential new development should help to attract inward investment into the town. Potential new development may provide employment opportunities for the local population and should contribute towards attracting inward investment to the area, with the knock-on effect of creating more jobs.	↕	New development should provide employment opportunities for the local population, in particular office development proposed as part of the scheme, and should contribute towards attracting inward investment to the area, with the knock-on effect of creating more jobs. However, there is potential for development to result in minor job losses, associated with the loss of retail and healthcare facilities as a result of development of the Shopping Parade / commercial premises adjacent to the Public House.
18. To optimise the use of previously developed land, buildings and existing infrastructure.	↔	No significant effects are anticipated.	↑	Potential new development will make use of previously developed land and existing infrastructure. Existing buildings should be used where possible.	↑	New development will make use of previously developed land and existing infrastructure. Existing buildings should be used where possible.
19. To promote and ensure high standards of sustainable design and construction.	↕	Public realm improvements may present opportunities for incorporating elements of sustainable design.	↕	Potential new development may have an effect. The nature of the effect will be dependant upon the design of development proposed. New buildings should seek to achieve an 'Excellent' rating under the BREEAM methodology.	↕	New development proposed may have an effect. The nature of the effect will be dependant upon the design of development proposed. New buildings should seek to achieve an 'Excellent' rating under the BREEAM methodology. Residential development should achieve a Code for Sustainable Homes rating of Level 3.
20. To minimise waste and to increase the re-use, recycling and composting of waste materials.	↔	No significant effects are anticipated.	↕	Potential new development may result in increased volumes of waste both during construction and operation. Opportunities for the re-use of construction waste should be sought wherever possible. Recycling and composting facilities should be integrated into new development to encourage people to sort / recycle their waste.	↓	New development may result in increased volumes of waste both during construction and operation. Opportunities for the re-use of construction waste should be sought wherever possible. Recycling and composting facilities should be integrated into new development to encourage people to sort / recycle their waste.
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.	↔	No significant effects are anticipated.	↕	Potential new community development will provide additional services / facilities in Oadby Town Centre, thereby improving provision of services / facilities in the area. Traffic calming initiatives should help make the Town Centre more accessible to those without a car.	↑	New development will provide additional services / facilities in Oadby Town Centre, thereby improving access to services / facilities. Development of the Shopping Parade may however, result in the loss of some retail services in this area.
22. To encourage and develop the use of public transport, cycling and walking.	↓	Connection enhancements to Town Centre car parking may encourage people to drive instead of using public transport or walking / cycling. Need to ensure provision of safe and attractive pedestrian and cycle routes within the Parade area and to the surrounding area.	↕	Should a new route be provided into the Town Centre this may help to encourage people to drive instead of using public transport or walking / cycling. Traffic calming initiatives on the Parade may however, help to discourage car use. Need to ensure provision of safe and attractive pedestrian and cycle routes within the Parade area and to the surrounding area. Facilities for cyclists such as secure cycle storage and showers should be provided as part of the potential new development.	↕	Provision of decked car parking may encourage people to drive instead of using public transport or walking / cycling. Need to ensure provision of safe and attractive pedestrian and cycle routes within the Parade area and to the surrounding area. Facilities for cyclists such as secure cycle storage and showers should be provided as part of development.

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Sustainability Appraisal Objectives	1.3 Brooksby Drive					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services.	↕	Re-configuration of the pedestrian area may help to ensure that housing in the area has better pedestrian links with the services provided in the Town Centre.	↑	Upgrade of the existing residential properties as part of the town scheme initiative will help to improve the quality of housing.	↔	No significant effects are anticipated.
2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services.	↕	Re-configuration of the pedestrian area and the provision of lighting may help to encourage people to walk and thus have a benefit upon health. Improvements to the public realm may contribute towards general well-being.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
3. To provide better opportunities for people to access and understand local heritage and to participate in cultural and leisure activities.	↕	Re-configuration of the pedestrian area may improve access to cultural / leisure facilities and areas of cultural / historic interest in Oadby, in particular the St Peters / London Road Conservation Area. Signage provided as part of the scheme should include clear directions to cultural / leisure facilities and areas of cultural / historical interest in Oadby.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
4. To improve community safety, and reduce crime, anti-social behaviour and the fear of crime.	↕	Public realm improvements may help to reduce crime, anti-social behaviour and the fear of crime in the area.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
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.	↕	Need to ensure that enhancements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.	↕	Need to ensure that enhancements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.	↕	Need to ensure that enhancements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.
6. To promote racial harmony and create cohesive communities.	↕	Public realm improvements may present opportunities to promote racial harmony / cohesive communities. Need to ensure that public realm improvements provide for community interaction.	↕	A new community focus associated with the Church may provide for community interaction, although use of the Church may alienate certain groups. Need to ensure that enhancements provide for community interaction.	↔	No significant effects are anticipated.
7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of BAP targets.	↔	No significant effects are anticipated.	↑	Landscape and boundary treatments may provide suitable habitats for BAP / protected species, and therefore may help to protect and enhance biodiversity.	↔	No significant effects are anticipated.
8. To preserve and enhance the character, appearance and setting of archaeological sites, historic buildings, conservation areas, historic parks and other cultural assets.	↕	Boundary treatments and building facelifts proposed could have an effect upon the setting of historic buildings and conservation areas within Oadby Town Centre and the surrounding area, in particular Locally Listed Buildings present within the area. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.	↕	Landscape and boundary treatments proposed could have an effect upon the setting of historic buildings and conservation areas within Oadby Town Centre and the surrounding area, in particular Locally Listed Buildings present within the area. Improvements to housing proposed under the townscheme initiative may present opportunities to ensure the protection / enhancement of buildings of historical value. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.	↑	Should art deco buildings be upgraded as part of the scheme this will contribute towards the protection and enhancement of historic buildings within this area.
9. To protect and enhance the landscape and green spaces in the Borough and to provide opportunities for public access to the countryside.	↑	Boundary treatments and building facelifts, and public realm improvements should help to enhance the townscape within this area.	↑	Landscape and boundary treatments should help to enhance the townscape within this area.	↑	Should art deco buildings be upgraded as part of the scheme this should help to enhance the townscape within this area.
10. To manage prudently water resources, improve water quality, protect the floodplain and protect against flood risk.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
11. To improve air quality particularly through reducing transport related pollutants.	↑	Re-configuration of the pedestrian area may encourage people to walk instead of using the car. This could help to minimise air pollutant emissions associated with car use.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
12. To manage prudently mineral resources and avoid / reduce the pollution of land.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
13. To minimise energy use and develop renewable energy resources.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
14. To reduce greenhouse gas emissions to mitigate the rate of climate change.	↑	Re-configuration of the pedestrian area may encourage people to walk instead of using the car. This could help to reduce car related greenhouse gas emissions.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.

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Sustainability Appraisal Objectives	1.3 Brooksby Drive					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
15. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
16. To improve access to education and training for children, young people, adult learners, the unemployed, the disabled and the deprived.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
17. To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local population.	↑	Boundary treatments and building facelifts, and public realm improvements may contribute towards attracting investment into the town, with the knock-on effect of creating jobs.	↑	Landscape and boundary treatments may contribute towards attracting investment into the town, with the knock-on effect of creating jobs.	↔	No significant effects are anticipated.
18. To optimise the use of previously developed land, buildings and existing infrastructure.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.	↑	Should art deco buildings be upgraded as part of the scheme this should help to ensure that art deco buildings are suitable for future use.
19. To promote and ensure high standards of sustainable design and construction.	↕	Public realm improvements may present opportunities for incorporating elements of sustainable design.	↕	Landscape and boundary treatments / improvements to housing under the town scheme initiative may present opportunities for incorporating elements of sustainable design.	↕	Should art deco buildings be upgraded as part of the scheme opportunities may arise for incorporating elements of sustainable design.
20. To minimise waste and to increase the re-use, recycling and composting of waste materials.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
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.	↕	Re-configuration of the pedestrian area may help to improve access to services in the Town Centre for those without a car.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
22. To encourage and develop the use of public transport, cycling and walking.	↕	Re-configuration of the pedestrian area may encourage people to walk instead of using the car. Good connections should also be provided for cyclists to encourage cycling as another alternative to the car.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.

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Sustainability Appraisal Objectives	1.4 Chapel Street			
	Low		Medium	
	Effect	Comment	Effect	Comment
1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services.	↕	Upgrade of the pavements in the area and provision of lighting may encourage walking and thus could have a benefit upon health. Pavement upgrades may also improve access to healthcare facilities in the area. Improvements to the public realm may contribute towards general well-being.	↔	No significant effects are anticipated.
3. To provide better opportunities for people to access and understand local heritage and to participate in cultural and leisure activities.	↕	Upgrade of the pavements in the area and the provision of lighting may improve access to cultural / leisure facilities and areas of cultural / historic interest in the area.	↑	Improvements to the Church should ensure the maintenance of this community facility.
4. To improve community safety, and reduce crime, anti-social behaviour and the fear of crime.	↕	Improvements to the public realm and provision of lighting may help to reduce crime, anti-social behaviour and the fear of crime in the area.	↔	No significant effects are anticipated.
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.	↕	Need to ensure that improvements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.	↕	Need to ensure that improvements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.
6. To promote racial harmony and create cohesive communities.	↕	Need to ensure that improvements provide for community interaction.	↕	Need to ensure that improvements provide for community interaction.
7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of BAP targets.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
8. To preserve and enhance the character, appearance and setting of archaeological sites, historic buildings, conservation areas, historic parks and other cultural assets.	↕	Public realm improvements could have an effect upon the setting of historic buildings and conservation areas within Oadby Town Centre and the surrounding area, in particular Locally Listed Buildings present within the area. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.	↕	While there are no designated sites of historic, cultural or archaeological interest within this area, improvements to Leicester Road frontage and to the Church on Leicester Road could have an effect upon the setting of historic buildings and conservation areas within Oadby Town Centre and the surrounding area, in particular Locally Listed Buildings present within the area. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.
9. To protect and enhance the landscape and green spaces in the Borough and to provide opportunities for public access to the countryside.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
10. To manage prudently water resources, improve water quality, protect the floodplain and protect against flood risk.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
11. To improve air quality particularly through reducing transport related pollutants.	↕	Upgrade of the pavements in the area may encourage people to walk instead of using the car. This could help to minimise air pollutant emissions associated with car use.	↔	No significant effects are anticipated.
12. To manage prudently mineral resources and avoid / reduce the pollution of land.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
13. To minimise energy use and develop renewable energy resources.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
14. To reduce greenhouse gas emissions to mitigate the rate of climate change.	↕	Upgrade of the pavements in the area may encourage people to walk instead of using the car. This could help to minimise car related greenhouse gas emissions.	↔	No significant effects are anticipated.
15. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
16. To improve access to education and training for children, young people, adult learners, the unemployed, the disabled and the deprived.	↕	Upgrade of the pavements in the area and the provision of lighting may improve access to education / training facilities in the area.	↔	No significant effects are anticipated.
17. To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local population.	↑	Public realm improvements may contribute towards attracting inward investment into the town.	↑	Proposed improvements to Leicester Road frontage may contribute towards attracting inward investment into the town, with the knock-on effect of creating more jobs.

**Sustainability Appraisal of the Oadby Town Centre Area Action Plan  
Appendix D - Options Appraisal Matrix**

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

Sustainability Appraisal Objectives	1.4 Chapel Street			
	Low		Medium	
	Effect	Comment	Effect	Comment
18. To optimise the use of previously developed land, buildings and existing infrastructure.		No significant effects are anticipated.		Improvements to the Church should help to ensure it is suitable for future use.
19. To promote and ensure high standards of sustainable design and construction.		Public realm improvements and upgrade of the pavements may present opportunities for incorporating elements of sustainable design.		Improvements to the Church and Leicester Road frontage may present opportunities for incorporating elements of sustainable design.
20. To minimise waste and to increase the re-use, recycling and composting of waste materials.		No significant effects are anticipated.		No significant effects are anticipated.
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.		Upgrade of the pavements in the area may help to improve access to services in the Town Centre for those without a car.		No significant effects are anticipated.
22. To encourage and develop the use of public transport, cycling and walking.		Upgrade of the pavements in the area may encourage people to walk instead of using the car. Good connections should also be provided for cyclists to encourage cycling as another alternative to the car.		No significant effects are anticipated.

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 Option moving towards achievement of Sustainability Appraisal objective	 Option moving away from achievement of Sustainability Appraisal objective
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Sustainability Appraisal Objectives	1.5 Industrial Quarter					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services.		No significant effects are anticipated.		No significant effects are anticipated.		No significant effects are anticipated.
2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services.		Upgrade of the pavements in the area and provision of lighting may encourage walking and thus could have a benefit upon health. Improvements to the public realm may contribute towards general well-being.		Car park enhancements may result in an increase in traffic passing through the area, and thus have an effect upon health.		No significant effects are anticipated.
3. To provide better opportunities for people to access and understand local heritage and to participate in cultural and leisure activities.		No significant effects are anticipated.		No significant effects are anticipated.		New community development may provide cultural / leisure activities which local people can participate in.
4. To improve community safety, and reduce crime, anti-social behaviour and the fear of crime.		Improvements to the public realm and provision of lighting may help to reduce crime, anti-social behaviour and the fear of crime in the area.		No significant effects are anticipated.		New development may have an effect upon crime and anti-social behaviour. The nature of the effect will be dependant upon the design and layout of development (e.g. enclosed alleyways may encourage crime). Need to consult with the local Police Architectural Liaison Officer to determine how best to integrate crime reduction measures into development. Secured by Design Principles should be adopted as part of development design.
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.		Need to ensure that improvements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.		Need to ensure that improvements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.		Need to ensure that new development meets the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.
6. To promote racial harmony and create cohesive communities.		Public realm improvements may present opportunities to promote racial harmony / cohesive communities. Need to ensure that improvements provide for community interaction.		Need to ensure that improvements provide for community interaction.		Need to ensure that new developments provide for community interaction.
7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of BAP targets.		No significant effects are anticipated.		No significant effects are anticipated.		New development proposed may have an effect upon BAP / protected species which may be present in the area (e.g. direct disturbance, loss of habitat). Ensure necessary ecological surveys are undertaken before works commence. There may be opportunities for ecological enhancements as part of the proposed development, which should be pursued.
8. To preserve and enhance the character, appearance and setting of archaeological sites, historic buildings, conservation areas, historic parks and other cultural assets.		While there are no designated sites of historic, cultural or archaeological interest within this area, public realm improvements proposed could have an effect upon the setting of historic buildings and conservation areas within Oadby Town Centre and the surrounding area, in particular the St Peters / London Road Conservation Area. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.		While there are no designated sites of historic, cultural or archaeological interest within this area, frontage improvements proposed could have an effect upon the setting of historic buildings and conservation areas within Oadby Town Centre and the surrounding area, in particular the St Peters / London Road Conservation Area. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.		While there are no designated sites of historic, cultural or archaeological interest within this area, new development proposed could have an effect upon the setting of historic buildings and conservation areas within Oadby Town Centre and the surrounding area, in particular the St Peters / London Road Conservation Area. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.
9. To protect and enhance the landscape and green spaces in the Borough and to provide opportunities for public access to the countryside.		Public realm improvements should help to enhance the townscape within this area.		Frontage improvements should help to enhance the townscape within this area.		New development proposed may have an effect on the townscape of the area. The nature of the effect will be dependant upon the scale, layout and design of development.
10. To manage prudently water resources, improve water quality, protect the floodplain and protect against flood risk.		No significant effects are anticipated.		No significant effects are anticipated.		New development could impact on water bodies (e.g. due to construction related pollution incidents). New development could also increase the overall volume of waste water created and increase demand for water. Need to ensure that water use, waste water and surface water run-off is managed prudently and in accordance with best practice guidelines.
11. To improve air quality particularly through reducing transport related pollutants.		No significant effects are anticipated.		Enhancements of bus stops may encourage use of public transport as an alternative to the car. However, enhancement of the car park may encourage car use and could therefore result in an increase in air pollutant emissions associated with transport use, which impact upon air quality.		New development proposed may result in an increase in traffic passing through the area. This may have an adverse effect upon air quality.
12. To manage prudently mineral resources and avoid / reduce the pollution of land.		No significant effects are anticipated.		No significant effects are anticipated.		New development on brownfield land may reduce the need to develop greenfield land and thus help to reduce the pollution of land.
13. To minimise energy use and develop renewable energy resources.		The provision of lighting may present opportunities for improving energy efficiency (e.g. installation of energy efficient street lamps).		No significant effects are anticipated.		New development may result in an increase in energy consumption. Need to ensure that new buildings are energy efficient. Renewable energy technologies should be incorporated into new development.

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↑ Option moving towards achievement of Sustainability Appraisal objective	↓ Option moving away from achievement of Sustainability Appraisal objective
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Sustainability Appraisal Objectives	1.5 Industrial Quarter					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
14. To reduce greenhouse gas emissions to mitigate the rate of climate change.	↔	No significant effects are anticipated.	↕	Enhancements of bus stops may encourage use of public transport as an alternative to the car. However, enhancement of the car park may encourage car use and could therefore result in an increase in car related greenhouse gas emissions.	↕	New development proposed may result in an increase in traffic passing through the area. This may result in an increase in car related greenhouse gas emissions.
15. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.	↔	No significant effects are anticipated.	↕	Enhancements of bus stops may encourage use of public transport as an alternative to the car. However, enhancement of the car park may encourage car use.	↓	New development may result in an increase in waste production, energy use and water consumption. Energy and water conservation measures should be provided as part of development (e.g. installation of rainwater butts, installation of solar panels) to enable people to reduce their environmental impact. Accessible recycling and composting facilities should be provided.
16. To improve access to education and training for children, young people, adult learners, the unemployed, the disabled and the deprived.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.	↕	New development may provide training opportunities for employees (e.g. short courses / training schemes).
17. To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local population.	↑	Proposed public realm enhancements may contribute towards attracting inward investment into the town, with the knock-on effect of creating more jobs.	↑	Frontage improvements may contribute towards attracting inward investment into the town, with the knock-on effect of creating more jobs.	↑	New development should provide employment opportunities for the local population and should contribute towards attracting inward investment to the area, with the knock-on effect of creating more jobs.
18. To optimise the use of previously developed land, buildings and existing infrastructure.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.	↑	New development will make use of previously developed land and existing infrastructure. Existing buildings should be used where possible.
19. To promote and ensure high standards of sustainable design and construction.	↕	Public realm improvements may present opportunities for incorporating elements of sustainable design.	↔	No significant effects are anticipated.	↕	New development proposed may have an effect. The nature of the effect will be dependant upon the design of development proposed. New buildings should seek to achieve an 'Excellent' rating under the BREEAM methodology.
20. To minimise waste and to increase the re-use, recycling and composting of waste materials.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.	↓	New development may result in increased volumes of waste both during construction and operation. Opportunities for the re-use of construction waste should be sought wherever possible. Recycling and composting facilities should be integrated into new development to encourage people to sort / recycle waste.
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.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.	↕	Should services / facilities be provided as part of new development, this would contribute towards service provision in the area.
22. To encourage and develop the use of public transport, cycling and walking.	↕	Upgrade of the pavements in the area and provision of lighting may encourage people to walk. Good connections should also be provided for cyclists to encourage cycling as another alternative to the car.	↕	Enhancements of bus stops may encourage use of public transport as an alternative to the car. However, enhancement of the car park may encourage car use.	↔	No significant effects are anticipated.

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↑	Option moving towards achievement of Sustainability Appraisal objective	↓	Option moving away from achievement of Sustainability Appraisal objective
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Sustainability Appraisal Objectives	1.6 The Village					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services.	↔	No significant effects are anticipated.	↕	Should housing be provided as part of new gateway development this would contribute towards housing provision. Need to ensure that housing is decent and accessible. Affordable housing should be provided as part of residential development.	↔	No significant effects are anticipated.
2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services.	↕	Improvements to the public realm may contribute towards general well-being.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
3. To provide better opportunities for people to access and understand local heritage and to participate in cultural and leisure activities.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.	↑	Redevelopment of the community building should ensure the maintenance of this community facility which may provide opportunities for local people to participate in cultural / leisure activities.
4. To improve community safety, and reduce crime, anti-social behaviour and the fear of crime.	↑	The provision of lighting and improvements to the public realm may help to reduce crime, anti-social behaviour and the fear of crime in the area.	↕	Gateway development proposed may have an effect upon crime and anti-social behaviour. The nature of the effect will be dependant upon the design and layout of development (e.g. enclosed alleyways may encourage crime). Need to consult with the local Police Architectural Liaison Officer to determine how best to integrate crime reduction measures into development. Secured by Design Principles should be adopted as part of development design.	↑	The redevelopment of existing buildings, the community building and the Walter Charles Centre / British Legion may help to reduce crime, anti-social behaviour and the fear of crime in the area. The nature of the effect will be dependant upon the design and layout of development (e.g. enclosed alleyways may encourage crime). Need to consult with the local Police Architectural Liaison Officer to determine how best to integrate crime reduction measures into development. Secured by Design Principles should be adopted as part of development design.
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.	↕	Need to ensure that improvements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.	↕	Need to ensure that improvements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.	↕	Need to ensure that redevelopment of existing buildings meets the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.
6. To promote racial harmony and create cohesive communities.	↕	Public realm improvements may present opportunities to promote racial harmony / cohesive communities. A new community focus associated with the Church may provide for community interaction, although use of the Church may alienate certain groups. Need to ensure that improvements provide for community interaction.	↕	Need to ensure that improvements provide for community interaction.	↕	Need to ensure that redevelopment provides for community interaction.
7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of BAP targets.	↔	No significant effects are anticipated.	↕	New development proposed may have an effect upon BAP / protected species which may be present in the area (e.g. direct disturbance, loss of habitat). Ensure necessary ecological surveys are undertaken before works commence. There may be opportunities for ecological enhancements as part of development, which should be pursued.	↕	Redevelopment proposed may have an effect upon BAP / protected species which may be present in the area (e.g. direct disturbance, loss of habitat). Ensure necessary ecological surveys are undertaken before works commence.
8. To preserve and enhance the character, appearance and setting of archaeological sites, historic buildings, conservation areas, historic parks and other cultural assets.	↕	Public realm improvements proposed could have an effect upon the setting of historic buildings (Listed Buildings and Locally Listed Buildings) and St Peters / London Road Conservation Area, all of which are located within this area. An area of archaeological potential also exists around St Peters Church. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.	↕	Gateway development proposed could have an effect upon historic buildings (Listed buildings and Locally Listed Buildings) and St Peters / London Road Conservation Area, all of which are located within this area. An area of archaeological potential also exists around St Peters Church. Sensitive design and construction should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.	↕	Redevelopment proposed could have an effect upon the setting of historic buildings (Listed Buildings and Locally Listed Buildings) and St Peters / London Road Conservation Area, all of which are located within this area. An area of archaeological potential also exists around St Peters Church. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area. Need to ensure that appropriate archaeological surveys are undertaken. Advice should be sought from a suitably qualified archaeologist.
9. To protect and enhance the landscape and green spaces in the Borough and to provide opportunities for public access to the countryside.	↑	Public realm improvements should help to enhance the townscape within this area.	↕	New gateway development proposed may have an effect on the townscape of the area. The nature of the effect will be dependant upon the scale, layout and design of development.	↕	Redevelopment of existing buildings, the community building and the Walter Charles Centre / British Legion may have an effect on the townscape of the area. The nature of the effect will be dependant upon the scale, layout and design of development.
10. To manage prudently water resources, improve water quality, protect the floodplain and protect against flood risk.	↔	No significant effects are anticipated.	↓	New gateway development could impact on water bodies (e.g. due to construction related pollution incidents). New development could also increase the overall volume of waste water created and increase demand for water. Need to ensure that water use, waste water and surface water run-off is managed prudently and in accordance with best practice guidelines.	↕	Redevelopment could impact on water bodies (e.g. due to construction related pollution incidents). Need to ensure that water use, waste water and surface water run-off is managed prudently and in accordance with best practice guidelines.
11. To improve air quality particularly through reducing transport related pollutants.	↔	No significant effects are anticipated.	↕	Upgrade of the roundabout may encourage car use. This may result in an increase in pollutant emissions associated with car use, which impact upon local air quality. New gateway development could also result in an increase in traffic passing through the area.	↔	No significant effects are anticipated.

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Sustainability Appraisal Objectives	1.6 The Village					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
12. To manage prudently mineral resources and avoid / reduce the pollution of land.	↔	No significant effects are anticipated.	↑	New gateway development on brownfield land may reduce the need to develop greenfield land and thus help to reduce the pollution of land.	↑	Redevelopment of existing buildings on brownfield land may reduce the need to develop greenfield land and thus help to reduce the pollution of land.
13. To minimise energy use and develop renewable energy resources.	↕	Public realm improvements and the provision of lighting may present opportunities for improving energy efficiency (e.g. installation of energy efficient street lamps).	↓	New gateway development may result in an increase in energy consumption. Need to ensure that new buildings are energy efficient. Renewable energy technologies should be incorporated into new development.	↕	Redevelopment of existing buildings may present opportunities for improving energy efficiency and to incorporate renewable energy technologies.
14. To reduce greenhouse gas emissions to mitigate the rate of climate change.	↔	No significant effects are anticipated.	↕	Upgrade of the roundabout may encourage car use. This may result in an increase in car related greenhouse gas emissions. New gateway development could also result in an increase in traffic passing through the area.	↔	No significant effects are anticipated.
15. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.	↔	No significant effects are anticipated.	↓	New gateway development may result in an increase in waste production, energy use and water consumption. Energy and water conservation measures should be provided as part of development (e.g. installation of rainwater butts, installation of solar panels) to enable people to reduce their environmental impact. Accessible recycling and composting facilities should be provided.	↔	No significant effects are anticipated.
16. To improve access to education and training for children, young people, adult learners, the unemployed, the disabled and the deprived.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
17. To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local population.	↑	Public realm improvements may contribute towards attracting inward investment into the town, with the knock-on effect of creating more jobs.	↑	New gateway development should provide employment opportunities for the local population and should contribute towards attracting inward investment to the area, with the knock-on effect of creating more jobs.	↑	Redevelopment of existing buildings should contribute towards attracting investment into the town, with the knock-on effect of creating more jobs.
18. To optimise the use of previously developed land, buildings and existing infrastructure.	↔	No significant effects are anticipated.	↑	New gateway development will make use of previously developed land and existing infrastructure. Existing buildings should be used where possible.	↑	Redevelopment of existing buildings will make use of previously developed land and infrastructure.
19. To promote and ensure high standards of sustainable design and construction.	↕	Public realm improvements may present opportunities for incorporating elements of sustainable design.	↕	New gateway development proposed may have an effect. The nature of the effect will be dependant upon the design of development proposed. New buildings should seek to achieve an 'Excellent' rating under the BREEAM methodology. Residential housing should achieve a Code for Sustainable Homes rating of Level 3.	↕	Redevelopment of existing buildings may present opportunities for sustainable design and construction. New buildings should seek to achieve an 'Excellent' rating under the BREEAM methodology.
20. To minimise waste and to increase the re-use, recycling and composting of waste materials.	↔	No significant effects are anticipated.	↓	New gateway development may result in increased volumes of waste both during construction and operation. Opportunities for the re-use of construction waste should be sought wherever possible. Recycling and composting facilities should be integrated into new development to encourage people to sort / recycle their waste.	↕	Redevelopment may generate construction waste. Opportunities for the re-use of construction waste should be sought wherever possible. Recycling and composting facilities should be integrated into new development to encourage people to sort / recycle their waste.
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.	↔	No significant effects are anticipated.	↕	Should services / facilities be provided as part of new development, this would contribute towards service provision in the area.	↕	Should services / facilities be provided as part of redevelopment, this would contribute towards service provision in the area.
22. To encourage and develop the use of public transport, cycling and walking.	↔	No significant effects are anticipated.	↕	Upgrade of the roundabout may encourage people to drive instead of using public transport or walking / cycling.	↔	No significant effects are anticipated.

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Sustainability Appraisal Objectives	1.7 Honeywell Close			
	Low		Medium	
	Effect	Comment	Effect	Comment
1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services.		No significant effects are anticipated.		The upgrade of pedestrian routes should help to ensure that housing in the area has better pedestrian links with the services provided in the Town Centre.
2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services.		Improvements to the public realm may contribute towards general well-being.		The upgrade of the pedestrian routes should help to encourage people to walk, and thus have a benefit upon health. Public realm treatments may contribute towards general well-being.
3. To provide better opportunities for people to access and understand local heritage and to participate in cultural and leisure activities.		No significant effects are anticipated.		The upgrade of pedestrian routes may improve access to cultural / leisure facilities and areas of cultural / historic interest in Oadby.
4. To improve community safety, and reduce crime, anti-social behaviour and the fear of crime.		The provision of lighting and the upgrade of the public realm may help to reduce crime, anti-social behaviour and the fear of crime in the area.		Quality public realm and boundary treatments may help to reduce crime, anti-social behaviour and the fear of crime in the area. The upgrade of pedestrian routes should help to increase activity in the area throughout the day encouraging community interaction helping to reduce 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.		Need to ensure that enhancements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.		Need to ensure that enhancements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.
6. To promote racial harmony and create cohesive communities.		Public realm improvements may present opportunities to promote racial harmony / cohesive communities. Need to ensure that enhancements provide for community interaction.		Quality public realm and boundary treatments may present opportunities to promote racial harmony / cohesive communities. Need to ensure that enhancements provide for community interaction.
7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of BAP targets.		No significant effects are anticipated.		No significant effects are anticipated.
8. To preserve and enhance the character, appearance and setting of archaeological sites, historic buildings, conservation areas, historic parks and other cultural assets.		Public realm improvements proposed could have an effect upon the setting of historic buildings (Listed Buildings and Locally Listed Buildings) and St Peters / London Road Conservation Area, all of which are located within or in close proximity to this area. An area of archaeological potential also exists around St Peters Church. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.		Quality public realm and boundary treatments proposed could have an effect upon the setting of historic buildings (Listed Buildings and Locally Listed Buildings) and St Peters / London Road Conservation Area, all of which are located within or in close proximity to this area. An area of archaeological potential also exists around St Peters Church. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.
9. To protect and enhance the landscape and green spaces in the Borough and to provide opportunities for public access to the countryside.		Public realm improvements should help to enhance the townscape within this area.		Quality public realm and boundary treatments should help to enhance the townscape within this area. The upgrade of pedestrian routes within this area may improve access to greenspace along the Chicken Walk and to other areas of greenspace within the Oadby area.
10. To manage prudently water resources, improve water quality, protect the floodplain and protect against flood risk.		No significant effects are anticipated.		No significant effects are anticipated.
11. To improve air quality particularly through reducing transport related pollutants.		No significant effects are anticipated.		The upgrade of pedestrian routes may help to encourage people to walk instead of using the car. This could help to minimise air pollutant emissions associated with car use.
12. To manage prudently mineral resources and avoid / reduce the pollution of land.		No significant effects are anticipated.		No significant effects are anticipated.
13. To minimise energy use and develop renewable energy resources.		The upgrade of the public realm and the provision of lighting may present opportunities for improving energy efficiency (e.g. installation of energy efficient street lamps).		Quality public realm and boundary treatments may present opportunities for improving energy efficiency (e.g. installation of energy efficient street lamps).
14. To reduce greenhouse gas emissions to mitigate the rate of climate change.		No significant effects are anticipated.		The upgrade of pedestrian routes may help to encourage people to walk instead of using the car. This could help to minimise car related greenhouse gas emissions.
15. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.		No significant effects are anticipated.		The upgrade of pedestrian routes may help to encourage people to walk instead of using the car.
16. To improve access to education and training for children, young people, adult learners, the unemployed, the disabled and the deprived.		No significant effects are anticipated.		No significant effects are anticipated.

**Sustainability Appraisal of the Oadby Town Centre Area Action Plan  
Appendix D - Options Appraisal Matrix**

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

Sustainability Appraisal Objectives	1.7 Honeywell Close			
	Low		Medium	
	Effect	Comment	Effect	Comment
17. To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local population.	↑	The upgrade of the public realm and improved management and maintenance of the area may contribute towards attracting inward investment into the town, with the knock-on effect of creating more jobs.	↑	Quality public realm and boundary treatments, the upgrade of pedestrian routes and environmental improvements to Lawyers Lane may contribute towards attracting inward investment into the town, with the knock-on effect of creating more jobs.
18. To optimise the use of previously developed land, buildings and existing infrastructure.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
19. To promote and ensure high standards of sustainable design and construction.	↕	Public realm improvements may present opportunities for incorporating elements of sustainable design.	↕	Quality public realm and boundary treatments may present opportunities for incorporating elements of sustainable design.
20. To minimise waste and to increase the re-use, recycling and composting of waste materials.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.
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.	↔	No significant effects are anticipated.	↑	The upgrade of pedestrian routes should help to ensure better access to services in the Town Centre for those without a car.
22. To encourage and develop the use of public transport, cycling and walking.	↔	No significant effects are anticipated.	↑	The upgrade of pedestrian routes should help to encourage people to walk instead of using the car. Good connections should also be provided for cyclists to encourage cycling as another alternative to the car.

**Sustainability Appraisal of the Oadby Town Centre Area Action Plan  
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 Option moving towards achievement of Sustainability Appraisal objective	 Option moving away from achievement of Sustainability Appraisal objective
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Sustainability Appraisal Objectives	1.8 Harbrough Road					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services.		No significant effects are anticipated.		No significant effects are anticipated.		No significant effects are anticipated.
2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services.		Improvements to the public realm may contribute towards general well-being.		Traffic calming initiatives should help to improve road safety, minimise the risk of road accidents and ease the impact of severance. Such measures should also encourage people to walk and thus have a benefit upon health. Upgrade of the public realm may contribute towards general well-being.		The reconfiguration of traffic away from New Street should reduce car traffic passing through this area, and thus may have a benefit upon health. Traffic calming initiatives proposed along Harbrough Road may also help to discourage car use.
3. To provide better opportunities for people to access and understand local heritage and to participate in cultural and leisure activities.		No significant effects are anticipated.		No significant effects are anticipated.		No significant effects are anticipated.
4. To improve community safety, and reduce crime, anti-social behaviour and the fear of crime.		The provision of lighting and improvements to the public realm may help to reduce crime, anti-social behaviour and the fear of crime in the area.		Public realm improvements to all routes to the Town Centre may help to reduce crime, anti-social behaviour and the fear of crime in the area.		No significant effects are anticipated.
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.		Need to ensure that enhancements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.		Need to ensure that enhancements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.		Need to ensure that enhancements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.
6. To promote racial harmony and create cohesive communities.		Public realm improvements may present opportunities to promote racial harmony / cohesive communities. Need to ensure that public realm improvements provide for community interaction.		Public realm improvements may present opportunities to promote racial harmony / cohesive communities. Need to ensure that public realm improvements provide for community interaction.		No significant effects are anticipated.
7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of BAP targets.		No significant effects are anticipated.		No significant effects are anticipated.		No significant effects are anticipated.
8. To preserve and enhance the character, appearance and setting of archaeological sites, historic buildings, conservation areas, historic parks and other cultural assets.		Public realm improvements proposed could have an effect upon the setting of historic buildings and conservation areas within Oadby Town Centre and the surrounding area, in particular Locally Listed Buildings which are present within the area. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.		Public realm improvements proposed could have an effect upon the setting of historic buildings and conservation areas within Oadby Town Centre and the surrounding area, in particular Locally Listed Buildings within the area. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.		No significant effects are anticipated.
9. To protect and enhance the landscape and green spaces in the Borough and to provide opportunities for public access to the countryside.		Public realm improvements should help to enhance the townscape within this area.		Public realm improvements should help to enhance the townscape within this area.		No significant effects are anticipated.
10. To manage prudently water resources, improve water quality, protect the floodplain and protect against flood risk.		No significant effects are anticipated.		No significant effects are anticipated.		No significant effects are anticipated.
11. To improve air quality particularly through reducing transport related pollutants.		No significant effects are anticipated.		Traffic calming initiatives should help to improve road safety, minimise the risk of road accidents and ease the impact of severance. This may help to encourage people to walk instead of using the car and therefore could help to reduce pollutant emissions associated with car use, which impact upon air quality.		The reconfiguration of traffic away from New Street should help to reduce pollutant emissions associated with car use, which impact upon air quality. Traffic calming initiatives proposed along Harbrough Road may also help to discourage car use.
12. To manage prudently mineral resources and avoid / reduce the pollution of land.		No significant effects are anticipated.		No significant effects are anticipated.		No significant effects are anticipated.
13. To minimise energy use and develop renewable energy resources.		Public realm improvements and the provision of lighting may present opportunities for improving energy efficiency (e.g. installation of energy efficient street lamps).		Public realm improvements and the provision of lighting may present opportunities for improving energy efficiency (e.g. installation of energy efficient street lamps).		No significant effects are anticipated.
14. To reduce greenhouse gas emissions to mitigate the rate of climate change.		No significant effects are anticipated.		Traffic calming initiatives should help to improve road safety, minimise the risk of road accidents and ease the impact of severance. This may help to encourage people to walk instead of using the car and therefore could help to reduce car related greenhouse gas emissions.		The reconfiguration of traffic away from New Street should help to reduce car related greenhouse gas emissions. Traffic calming initiatives proposed along Harbrough Road may also help to discourage car use.
15. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.		No significant effects are anticipated.		No significant effects are anticipated.		The reconfiguration of traffic away from New Street and traffic calming initiatives proposed along Harbrough Road may help to discourage car use.

**Sustainability Appraisal of the Oadby Town Centre Area Action Plan  
Appendix D - Options Appraisal Matrix**

 Option moving towards achievement of Sustainability Appraisal objective	 Option moving away from achievement of Sustainability Appraisal objective
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Sustainability Appraisal Objectives	1.8 Harborough Road					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
16. To improve access to education and training for children, young people, adult learners, the unemployed, the disabled and the deprived.		No significant effects are anticipated.		No significant effects are anticipated.		No significant effects are anticipated.
17. To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local population.		Proposed public realm enhancements should contribute towards attracting inward investment into the town, with the knock-on effect of creating more jobs.		Proposed public realm enhancements should contribute towards attracting inward investment into the town, with the knock-on effect of creating more jobs.		No significant effects are anticipated.
18. To optimise the use of previously developed land, buildings and existing infrastructure.		No significant effects are anticipated.		No significant effects are anticipated.		No significant effects are anticipated.
19. To promote and ensure high standards of sustainable design and construction.		Public realm improvements may present opportunities for incorporating elements of sustainable design.		Public realm improvements may present opportunities for incorporating elements of sustainable design.		No significant effects are anticipated.
20. To minimise waste and to increase the re-use, recycling and composting of waste materials.		No significant effects are anticipated.		No significant effects are anticipated.		No significant effects are anticipated.
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.		No significant effects are anticipated.		Traffic calming measures should help to improve road safety, minimise the risk of road accidents and ease the impact of severance. This may help to improve access to services in the town centre for those without a car.		No significant effects are anticipated.
22. To encourage and develop the use of public transport, cycling and walking.		No significant effects are anticipated.		Traffic calming initiatives should help to improve road safety, minimise the risk of road accidents and ease the impact of severance. This may help to encourage people to walk instead of using the car.		The reconfiguration of traffic away from New Street and traffic calming initiatives proposed along Harborough Road should help to encourage people to walk / cycle instead of using the car. Need to ensure provision of safe and attractive pedestrian and cycle routes within the Parade area and to the surrounding area.

**Sustainability Appraisal of the Oadby Town Centre Area Action Plan  
Appendix D - Options Appraisal Matrix**

 Option moving towards achievement of Sustainability Appraisal objective	 Option moving away from achievement of Sustainability Appraisal objective
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Sustainability Appraisal Objectives	1.9 London Road East					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services.		No significant effects are anticipated.		No significant effects are anticipated.		Should residential housing be provided as part of development, this will contribute towards the provision of housing in the area. Need to ensure that housing is decent and accessible. Affordable housing should be provided as part of residential development.
2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services.		Improvements to the public realm may contribute towards general well-being.		Traffic calming initiatives should help to improve road safety, minimise the risk of road accidents and ease the impact of severance. Such measures should also encourage people to walk and thus have a benefit upon health.		No significant effects are anticipated.
3. To provide better opportunities for people to access and understand local heritage and to participate in cultural and leisure activities.		No significant effects are anticipated.		No significant effects are anticipated.		Development on New Street / London Road site may result in the loss of leisure facilities currently situated within this area.
4. To improve community safety, and reduce crime, anti-social behaviour and the fear of crime.		The provision of lighting and improvements to the public realm may help to reduce crime, anti-social behaviour and the fear of crime in the area. Improved management and maintenance of the area, as part of town centre management, may also be of benefit.		Traffic calming initiatives and architectural lighting of key buildings may help to reduce crime, anti-social behaviour and the fear of crime in the area.		Gateway development proposed may have an effect upon crime and anti-social behaviour. The nature of the effect will be dependant upon the design and layout of development (e.g. enclosed alleyways may encourage crime). Need to consult with the local Police Architectural Liaison Officer to determine how best to integrate crime reduction measures into development. Secured by Design Principles should be adopted as part of development design.
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.		Need to ensure that improvements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.		Need to ensure that improvements meet the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.		Need to ensure that new development meets the needs of the community, including the young, elderly and those who are deprived. Ensure that opportunities are available for consultation so communities can help to direct / focus measures.
6. To promote racial harmony and create cohesive communities.		Need to ensure that improvements provide for community interaction.		Need to ensure that improvements provide for community interaction.		Need to ensure that new development provides for community interaction.
7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of BAP targets.		No significant effects are anticipated.		No significant effects are anticipated.		New development proposed may have an effect upon BAP / protected species which may be present in the area (e.g. direct disturbance, loss of habitat). Ensure necessary ecological surveys are undertaken before works commence. There may be opportunities for ecological enhancements as part of the proposed development, which should be pursued.
8. To preserve and enhance the character, appearance and setting of archaeological sites, historic buildings, conservation areas, historic parks and other cultural assets.		Public realm improvements proposed could have an effect upon the setting of historic buildings (Listed Buildings and Locally Listed Buildings) and St Peters / London Road Conservation Area, all of which are located within this area. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.		No significant effects are anticipated.		New development proposed could have an effect upon the setting of historic buildings (Listed Buildings and Locally Listed Buildings) and St Peters / London Road Conservation Area, all of which are located within this area. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.
9. To protect and enhance the landscape and green spaces in the Borough and to provide opportunities for public access to the countryside.		Public realm improvements should help to enhance the townscape within this area.		No significant effects are anticipated.		New development proposed may have an effect on the townscape of the area. The nature of the effect will be dependant upon the scale, layout and design of development.
10. To manage prudently water resources, improve water quality, protect the floodplain and protect against flood risk.		No significant effects are anticipated.		No significant effects are anticipated.		New development could impact on water bodies, in particular Wash Brook, located south of the area (e.g. due to construction related pollution incidents). New development could also increase the overall volume of waste water created and increase demand for water. Need to ensure that water use, waste water and surface water run-off is managed prudently and in accordance with best practice guidelines.
11. To improve air quality particularly through reducing transport related pollutants.		Minor changes to traffic flow and parking provision may or may not reduce traffic congestion in the long term. There is the potential for a reduction in emissions of air pollutants.		Traffic calming initiatives should help to improve road safety, minimise the risk of road accidents and ease the impact of severance. This may help to encourage people to walk instead of using the car and therefore could help to reduce pollutant emissions associated with car use, which impact upon air quality.		Junction amendments to London Road / King Street may or may not reduce traffic congestion in the long term. There is the potential for a reduction in emissions of air pollutants. New development may result in an increase in traffic passing through the area.
12. To manage prudently mineral resources and avoid / reduce the pollution of land.		No significant effects are anticipated.		No significant effects are anticipated.		New development on brownfield land may reduce the need to develop greenfield land and thus help to reduce the pollution of land.
13. To minimise energy use and develop renewable energy resources.		The provision of lighting may present opportunities for improving energy efficiency (e.g. installation of energy efficient street lamps).		The provision of lighting may present opportunities for improving energy efficiency (e.g. installation of energy efficient street lamps).		New development may result in an increase in energy consumption. Need to ensure that new buildings are energy efficient. Renewable energy technologies should be incorporated into new development.

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Sustainability Appraisal Objectives	1.9 London Road East					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
14. To reduce greenhouse gas emissions to mitigate the rate of climate change.		Minor changes to traffic flow and parking provision should help to reduce traffic congestion in the area. This could help to minimise car related greenhouse gas emissions. However, improvements to traffic flow may encourage car use.		Traffic calming initiatives should help to improve road safety, minimise the risk of road accidents and ease the impact of severance. This may help to encourage people to walk instead of using the car and therefore could help to reduce car related greenhouse gas emissions.		Junction amendments to London Road / King Street should help to reduce traffic congestion in the area. This could help to minimise car related greenhouse gas emissions. However, junction improvements may encourage car use. New development may also result in an increase in traffic passing through the area.
15. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.		No significant effects are anticipated.		No significant effects are anticipated.		New development may result in an increase in waste production, energy use and water consumption. Energy and water conservation measures should be provided as part of development (e.g. installation of rainwater butts, installation of solar panels) to enable people to reduce their environmental impact. Accessible recycling and composting facilities should be provided.
16. To improve access to education and training for children, young people, adult learners, the unemployed, the disabled and the deprived.		No significant effects are anticipated.		No significant effects are anticipated.		No significant effects are anticipated.
17. To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local population.		Proposed public realm enhancements and implementation of an improved management and maintenance regime should contribute towards attracting inward investment into the town, with the knock-on effect of creating more jobs.		Proposed traffic calming measures, and architectural lighting enhancements within this area should contribute towards attracting inward investments into the town, with the knock-on effect of creating more jobs.		New development should provide employment opportunities for the local population and should contribute towards attracting inward investment to the area, with the knock-on effect of creating more jobs.
18. To optimise the use of previously developed land, buildings and existing infrastructure.		No significant effects are anticipated.		No significant effects are anticipated.		New development will make use of previously developed land and existing infrastructure. Existing buildings should be used where possible.
19. To promote and ensure high standards of sustainable design and construction.		Public realm improvements may present opportunities for incorporating elements of sustainable design.		Proposed traffic calming measures, and architectural lighting enhancements may present opportunities for incorporating elements of sustainable design.		New development proposed may have an effect. The nature of the effect will be dependant upon the design of development proposed. New buildings should seek to achieve an 'Excellent' rating under the BREEAM methodology. Residential development should achieve a Code for Sustainable Homes rating of Level 3.
20. To minimise waste and to increase the re-use, recycling and composting of waste materials.		No significant effects are anticipated.		No significant effects are anticipated.		New development may result in increased volumes of waste both during construction and operation. Opportunities for the re-use of construction waste should be sought wherever possible. Recycling and composting facilities should be integrated into new development to encourage people to sort / recycle their waste.
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.		No significant effects are anticipated.		Traffic calming measures should help to improve road safety, minimise the risk of road accidents and ease the impact of severance. This may help to improve access to services in the town centre for those without a car.		Should services / facilities be provided as part of new development, this would contribute towards service provision in the area.
22. To encourage and develop the use of public transport, cycling and walking.		Minor changes to traffic flow and parking provision should help to reduce traffic congestion in the area, which may encourage car use.		Traffic calming initiatives should help to improve road safety, minimise the risk of road accidents and ease the impact of severance. This may help to encourage people to walk instead of using the car.		Junction improvements should help to reduce traffic congestion, which may encourage car use. Facilities for cyclists such as secure cycle storage and showers should be provided as part of development.

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	Option moving towards achievement of Sustainability Appraisal objective		Option moving away from achievement of Sustainability Appraisal objective
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Sustainability Appraisal Objectives	Non Supporting Physical Projects 2.1 Town Centre Management 2.2 Town Centre Design Guidance 2.3 Access and Circulation 2.4 Young People Initiative					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services.		No significant effects are anticipated.		Access and circulation improvements proposed under 2.3 should help to ensure that housing has better links with the services provided in the town centre. The improvement and development of town centre facilities should also be of benefit, as it will ensure the provision of additional services / facilities.		No significant effects are anticipated.
2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services.		The Parking Strategy and rationalisation of parking proposed as part of 2.3 should help to reduce car traffic in the town and thus may have a benefit upon health		The pedestrian priority strategy and bus stop / route co-ordination proposed as part of 2.3 will help to encourage people to walk / use public transport instead of using the car, which has associated health benefits. 2.3 and 2.4 also propose to encourage physical activity, which should help to improve the health of the local community. In addition, 2.4 proposes the organisation of fun days and healthy eating initiatives, which will encourage healthy living, and the improvement / development of town centre facilities, which may include health / recreation facilities.		Development of the new youth centre proposed under 2.4 may help to improve health through the provision / organisation of sports and recreational activities, and through education.
3. To provide better opportunities for people to access and understand local heritage and to participate in cultural and leisure activities.		Town centre promotion and events and local press articles proposed under 2.1 may increase awareness of cultural / leisure activities and local heritage. The signing and gateways strategy proposed under 2.3 may also increase awareness of cultural / leisure services and local heritage should signage be provided for these aspects. The creation of themes for the Parade under 2.1 may present opportunities for the inclusion of cultural and historical themes.		The pedestrian priority strategy proposed under 2.3 may improve pedestrian access to cultural / leisure facilities and to areas of cultural / historical interest in Oadby. Fun days proposed and design workshops proposed under 2.4 may present opportunities for people to participate in cultural / leisure activities and could help to increase understanding of local heritage should fun days be held in relation to these aspects.		Development of a new youth centre proposed under 2.4 may help to encourage people to participate in cultural / leisure activities, e.g. through the provision of leisure facilities, organisation of cultural / leisure activities.
4. To improve community safety, and reduce crime, anti-social behaviour and the fear of crime.		Security initiatives proposed under 2.1 should help to improve community safety and to reduce anti-social behaviour in the town centre. Ad hoc advice on design in reaction to development proposals proposed under 2.2 should also help to reduce crime, the fear of crime and anti-social behaviour. Need to consult with the local Police Architectural Liaison Officer to determine how best to integrate crime reduction measures into development. Secured by Design Principles should be adopted as part of development design.		Provision of town centre wardens proposed under 2.1 may help to reduce crime, the fear of crime and anti-social behaviour. The production and promotion of a town centre design guide proposed under 2.2 may also be of benefit should it provide guidance on crime reduction through development design. The improvement and development of town centre facilities, the organisation of fun days, crime reduction and anti graffiti initiatives and the encouragement of physical activity proposed under 2.4 should also help to reduce crime and anti-social behaviour.		Development of a new youth centre under 2.4 may help to reduce crime and anti-social behaviour, e.g. through the provision of recreation / leisure activities which engage young people.
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.		Town centre promotion and events and local press articles / newsletters should provide opportunities for public involvement. Ad hoc advice on design in relation to development proposals under 2.2 may help to ensure that development meets the needs of local communities. Need to ensure that opportunities are made available for consultation so communities can help to direct / focus measures.		Implementation of a proactive engagement process for the town centre and design workshops proposed under 2.4 should help to ensure that development meets the needs of local communities. Need to ensure that any proposals meet the needs of the whole community, including the young, elderly and those who are deprived. Local communities should be given an adequate opportunity to comment during consultation so communities can help to direct / focus measures.		Implementation of a design initiative including a guide and awareness process and consultation events proposed under 2.2 should help to ensure that development meets the needs of local communities. Need to ensure that any proposals meet the needs of the whole community, including the young, elderly and those who are deprived. Local communities should be given an adequate opportunity to comment during consultation so communities can help to direct / focus measures.
6. To promote racial harmony and create cohesive communities.		Town centre promotion and events and local press articles proposed under 2.1 may present opportunities to celebrate different cultures. Ad hoc advice on design in reaction to development proposals may also present opportunities to encourage community interaction.		The organisation of fun days, the encouragement of physical activity and design workshops proposed under 2.4 should help to improve community cohesion. The production and promotion of a town centre design guide proposed under 2.2 may help to promote racial harmony and community cohesion should it provide guidance on these aspects through development design.		Development of the new youth centre proposed under 2.4 should help to encourage cohesion between young people. Need to ensure that the youth centre caters for different cultures.
7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of BAP targets.		Ad hoc advice on design in relation to development proposals proposed under 2.2 may help to ensure that development has no adverse impact upon habitats / species present within the area of development. Guidance should ensure the protection / enhancement of the natural environment.		Improvement and development of town centre facilities under 2.4 may have an effect upon BAP / protected species which may be present in the area (e.g. direct disturbance, loss of habitat). Town centre design guidance proposed under 2.2 may help to ensure that development has no adverse impact upon the natural environment should it contain guidance on these aspects. Guidance should ensure the protection / enhancement of the natural environment.		Development of the new youth centre under 2.4 may have an effect upon BAP / protected species which may be present in the area (e.g. direct disturbance, loss of habitat). However, implementation of a design initiative including a guide and awareness process and consultation events proposed under 2.2 may help to ensure that development has no adverse impact upon the natural environment should it contain guidance on these aspects. Ensure necessary ecological surveys are undertaken before works commence.

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Sustainability Appraisal Objectives	Non Supporting Physical Projects 2.1 Town Centre Management 2.2 Town Centre Design Guidance 2.3 Access and Circulation 2.4 Young People Initiative					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
8. To preserve and enhance the character, appearance and setting of archaeological sites, historic buildings, conservation areas, historic parks and other cultural assets.	↕	Ad hoc advice on design in relation to development proposals under 2.2 may help to ensure that development has no adverse impact upon the character, appearance and setting of historic / cultural / archaeological assets present within the area of development.	↕	Improvement and development of town centre facilities under 2.4 could have an effect upon the setting of historic buildings and conservation areas within Oadby town centre and the surrounding area. Town centre design guidance proposed under 2.2 may help to ensure that development has no adverse impact upon historic / cultural / archaeological assets should it contain guidance on these aspects.	↕	Development of the new youth centre under 2.4 could have an effect upon the setting of historic buildings and conservation areas within Oadby town centre and the surrounding area. However, implementation of a design initiative including a guide and awareness process and consultation events proposed under 3.2 may help to ensure that development has no adverse impact upon historic / cultural / archaeological assets should it contain guidance on these aspects. Sensitive design should be ensured so as to protect and enhance the historical, cultural and archaeological assets of the area.
9. To protect and enhance the landscape and green spaces in the Borough and to provide opportunities for public access to the countryside.	↕	The creation of themes for the Parade under 2.1 may present opportunities for the inclusion of cultural and historical aspects, which would help to increase awareness of the local historical / cultural / archaeological assets and thereby help to ensure their protection and enhancement. Ad hoc advice on design in relation to development proposals proposed under 2.2 may help to ensure that development has no adverse impact upon the landscape / townscape and greenspace. Guidance should ensure the protection / enhancement of the landscape / townscape and greenspace.	↕	Improvement and development of town centre facilities under 2.4 may have an effect on the townscape of the area. The nature of the effect will be dependant upon the scale, layout and design of development. Town centre design guidance proposed under 2.2 may help to ensure that development has no adverse impact upon the landscape / townscape and greenspace should it contain guidance on these aspects. Guidance should ensure the protection / enhancement of the landscape / townscape and greenspace.	↕	Development of the new youth centre under 2.4 may have an effect on the townscape of the area. The nature of the effect will be dependant upon the scale, layout and design of development. However, implementation of a design initiative including a guide and awareness process and consultation events proposed under 3.2 may help to ensure that development has no adverse impact upon the landscape / townscape and greenspace should it contain guidance on these aspects.
10. To manage prudently water resources, improve water quality, protect the floodplain and protect against flood risk.	↕	Ad hoc advice on design in relation to development proposals under 2.2 may help to ensure that development has no adverse impact upon water resources, water quality and flood risk within / around the area of development. Guidance should ensure that water use, waste water and surface water run-off / flood risk associated with development is managed prudently and in accordance with best practice guidelines.	↕	Improvement and development of town centre facilities proposed under 2.4 could impact on water bodies (e.g. due to construction related pollution incidents). New development could also increase the overall volume of waste water created and increase demand for water. Town centre design guidance proposed under 2.2 may help to ensure that development has no adverse impact upon water resources, water quality and flood risk should it contain guidance on these aspects. Guidance should ensure that water use, waste water and surface water run-off / flood risk associated with development is managed prudently and in accordance with best practice guidelines.	↕	Development of the new youth centre under 2.4 could impact on water bodies (e.g. due to construction related pollution incidents). New development could also increase the overall volume of waste water created and increase demand for water. However, implementation of a design initiative including a guide and awareness process and consultation events proposed under 3.2 may help to ensure that development has no adverse impact upon water resources, water quality and flood risk should it contain guidance on these aspects. Need to ensure that water use, waste water and surface water run-off is managed prudently and in accordance with best practice guidelines.
11. To improve air quality particularly through reducing transport related pollutants.	↕	The Parking Strategy and rationalisation of parking proposed as part of 3.3 may help to reduce car traffic in the town and therefore could help to reduce pollutant emissions associated with car use which impact upon air quality	↑	Bus stop / route co-ordination and upgrades proposed under 2.3 should help to encourage people to use public transport instead of the car, and may therefore help to reduce pollutant emissions associated with car use which impact upon air quality. Implementation of the pedestrian priority strategy should also help to encourage people to walk / cycle.	↕	Implementation of a one way system on parts of the network may encourage car use as this scheme should improve the circulation of traffic. This may therefore result in an increase in pollutant emissions associated with car use, which impact upon local air quality. However, the one way system may also reduce congestion, which would have a beneficial effect upon air quality.
12. To manage prudently mineral resources and avoid / reduce the pollution of land.	↔	No significant effects are anticipated.	↕	Improvement and development of town centre facilities under 2.4 may reduce the need for development on greenfield land and thus help to reduce the pollution of land.	↕	Development of the new youth centre under 2.4 may reduce the need for development on greenfield land and thus help to reduce the pollution of land.
13. To minimise energy use and develop renewable energy resources.	↕	Ad hoc advice on design in relation to development proposals proposed under 2.2 may help to ensure that development minimises energy use. Guidance should ensure that development is energy efficient and should ensure that opportunities are sought to incorporate renewable energy technologies where possible.	↕	Improvement and development of town centre facilities under 2.4 may result in an increase in energy consumption. Town centre design guidance proposed under 2.2 may help to ensure that development minimises energy use should it contain guidance on energy efficiency. Guidance should ensure that development is energy efficient and should ensure that opportunities are sought to incorporate renewable energy technologies where possible.	↕	Development of the new youth centre under 2.4 may result in an increase in energy consumption. However, implementation of a design initiative including a guide and awareness process and consultation events proposed under 3.2 may help to ensure that development minimises energy use should it contain guidance on these aspects. Need to ensure that new buildings are energy efficient. Renewable energy technologies should be incorporated into new development.
14. To reduce greenhouse gas emissions to mitigate the rate of climate change.	↕	The Parking Strategy and rationalisation of parking proposed as part of 2.3 may help to reduce car related greenhouse gas emissions.	↑	Bus stop / route co-ordination and upgrades proposed under 2.3 should help to encourage people to use public transport instead of the car, and may therefore help to reduce car related greenhouse gas emissions.	↕	Implementation of a one way system on parts of the network may encourage car use as this scheme should improve the circulation of traffic. This may therefore result in an increase in car related greenhouse gas emissions. The one way system would however help reduce traffic congestion in the area.

**Sustainability Appraisal of the Oadby Town Centre Area Action Plan  
Appendix D - Options Appraisal Matrix**

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

Sustainability Appraisal Objectives	Non Supporting Physical Projects 2.1 Town Centre Management 2.2 Town Centre Design Guidance 2.3 Access and Circulation 2.4 Young People Initiative					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
15. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.	↑	Town centre promotion and events and local press articles proposed under 2.1 may present opportunities to inform people of environmental issues and to promote sustainable living. Ad hoc advice on design in reaction to development proposals under 2.2 may help to ensure the inclusion of design aspects which encourage more sustainable living, e.g. provision of recycling facilities, should it contain guidance on these aspects. The Parking Strategy and rationalisation of parking proposed as part of 2.3 may help to encourage people to use public transport or walk / cycle instead of using the car.	↑	Improvement and development of town centre facilities under 2.4 may result in an increase in waste protection, energy use and water consumption. Town centre design guidance proposed under 2.2 may help to ensure the inclusion of design aspects which encourage more sustainable living, e.g. provision of recycling facilities, should it contain guidance on these aspects. Bus stop / route co-ordination and upgrades proposed under 2.3 should help to encourage people to use public transport instead of the car.	↕	Development of the new youth centre under 2.4 may result in an increase in waste production, energy use and water consumption. However, implementation of a design initiative including a guide and awareness process and consultation events proposed under 2.2 may help to ensure the inclusion of design aspects which encourage more sustainable living, e.g. provision of recycling facilities, should it contain guidance on these aspects. Implementation of a one way system on parts of the network may encourage car use as this scheme should improve the circulation of traffic. The one way system would however help reduce traffic congestion in the area.
16. To improve access to education and training for children, young people, adult learners, the unemployed, the disabled and the deprived.	↕	Promotion of existing support services may help to increase awareness of education / training opportunities and job vacancies in the area.	↑	Access and circulation improvements proposed under 2.3 should help to improve access to education / training facilities, in particular bus stop / route coordination and upgrades proposed as part of 2.3. Improvements and development to town centre facilities proposed under 2.4 may improve provision of education / training facilities in the area. Business support proposed under 2.1 may aid businesses in developing training programmes, thereby improving training opportunities for employees.	↔	No significant effects are anticipated.
17. To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local population.	↕	Town centre promotions and events, newsletters and press articles proposed under 2.1 should help to promote the attractiveness of Oadby and encourage investment, with the knock-on effect of creating more jobs.	↑	The shop improvement scheme, town scheme initiative and business support proposed under 2.1 should contribute towards attracting inward investment into the town, with the knock-on effect of creating more jobs. Improvement and development of town centre facilities under 2.4 should also encourage investment into the area. The production and promotion of a town centre design guide under 2.2 and access and circulation improvements proposed under 2.3 should also be of benefit.	↑	Development of a new youth centre under 2.4 may provide employment opportunities for the local population. Such development will also contribute towards attracting inward investment to the area, with the knock-on effect of creating more jobs.
18. To optimise the use of previously developed land, buildings and existing infrastructure.	↔	No significant effects are anticipated.	↔	No significant effects are anticipated.	↑	Development of a new youth centre under 2.4 should make use of previously developed land and existing infrastructure. Existing buildings should be used where possible.
19. To promote and ensure high standards of sustainable design and construction.	↕	Ad hoc advice on design in relation to development proposals under 2.2 may help to ensure high standards of sustainable design and construction. Guidance should ensure that new buildings achieve an 'Excellent' rating under the BREEAM methodology.	↕	Improvement and development of town centre facilities under 2.4 may have an effect. Town centre design guidance proposed under 2.2 may help to ensure high standards of sustainable design and construction. Guidance should ensure that new buildings achieve an 'Excellent' rating under the BREEAM methodology.	↕	Development of a new youth centre under 2.4 may have an effect. However, implementation of a design initiative including a guide and awareness process and consultation events proposed under 2.2 may help to ensure high standards of sustainable design and construction. New buildings should seek to achieve an 'Excellent' rating under the BREEAM methodology.
20. To minimise waste and to increase the re-use, recycling and composting of waste materials.	↕	Ad hoc advice on design in relation to development proposed under 2.2 may help to ensure development has no adverse impact upon waste production. Guidance should ensure that recycling and composting facilities are integrated within new development, and should encourage the re-use of construction waste.	↕	Improvement and development of town centre facilities under 2.4 may result in increased volumes of waste both during construction and operation. Town centre design guidance proposed under 3.2 may help to ensure development has no adverse impact upon waste production. Guidance should ensure that recycling and composting facilities are integrated within new development, and should encourage the re-use of construction waste.	↕	Development of a new youth centre under 2.4 may result in increased volumes of waste both during construction and operation. However, implementation of a design initiative including a guide and awareness process and consultation events proposed under 2.2 may help to ensure development has no adverse impact upon waste production. Opportunities for the re-use of construction waste should be sought wherever possible. Recycling and composting facilities should be integrated into new development to encourage people to sort / recycle their waste.

**Sustainability Appraisal of the Oadby Town Centre Area Action Plan  
Appendix D - Options Appraisal Matrix**

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

Sustainability Appraisal Objectives	Non Supporting Physical Projects 2.1 Town Centre Management 2.2 Town Centre Design Guidance 2.3 Access and Circulation 2.4 Young People Initiative					
	Low		Medium		High	
	Effect	Comment	Effect	Comment	Effect	Comment
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.		No significant effects are anticipated.		The improvement and development of town centre facilities under 2.4 will ensure the provision of additional services / facilities in the area. Bus stop / route co-ordination and upgrades proposed under 2.3 should help to ensure better access to services in the town centre for those without a car. Implementation of a proactive engagement process for the town centre under 2.4 should help to ensure that access to services for those without a car is taken into consideration.		No significant effects are anticipated.
22. To encourage and develop the use of public transport, cycling and walking.		The Parking Strategy and rationalisation of parking proposed as part of 2.3 may help encourage people to walk / cycle instead of using the car. Need to ensure provision of safe and attractive pedestrian and cycle routes within Oadby and to the surrounding area.		Bus stop / route co-ordination and upgrades proposed under 2.3 should help to encourage people to use public transport instead of the car. Implementation of the pedestrian priority strategy should also help to encourage people to walk / cycle. Need to ensure provision of safe and attractive pedestrian and cycle routes within Oadby and to the surrounding area.		Implementation of a one way system on parts of the network may encourage car use as this scheme should improve the circulation of traffic. The one way system may also reduce congestion.