

Oadby & Wigston Core Strategy DPD

Consultation on Revised Chapter 3 13 April - 11 May 2010

Representor	Comment	Council Response
East Midlands Councils	Having considered the proposed updated Chapter 3 of the Submission Core Strategy the East Midlands Councils have no comments to make other than to welcome changes which will provide further clarity.	N/A
Oadby Trinity Methodist Church	Para 3.14 Paragraph 3.14 states “Oadby is particularly influenced by the presence of three out of centre supermarkets on the A6. A third has recently been given planning permission.....” This should presumably say two instead of three.	Agreed
Oadby Trinity Methodist Church	Para 3.6 – 3.12 It would be helpful if the section on “The Community – Population and Demographics” included some comment on the student population in Oadby – I’m assuming that the population figures given exclude students. The number of students is large with significant impact on the local area and local economy and needs to be covered in this Chapter. A reference to students in the housing section of this chapter would also be helpful.	This issue is covered by amended paragraph 3.34 of revised Chapter 3 which is based on the University of Leicester’s revised wording
Oadby Trinity Methodist	Para 3.54 Paragraph 3.54 (and elsewhere) refers to road congestion	Traffic congestion on the A6 London Road and the

Church	generally but the key issues and challenges section on page 13 just refers to reducing congestion on east/west routes. Traffic congestion is a problem elsewhere in the Borough and particularly on the A6 London Road and the A5199 Welford Road. These concerns should be acknowledged in the issues and challenges.	A5199 Welford Road is relatively limited and certainly not as severe as on east west routes. Reducing congestion on east west routes is considered to be one of the key issues and challenges to 2026. Therefore, it is not considered necessary to amend revised Chapter 3 in relation to this comment.
National Trust	<p>Attention is drawn to the National Trust's objection to para 3.30 of the Submission Core Strategy and the perceived inadequacies of the assessment of the current state of the natural and built environmental resources within the Borough.</p> <p>The latest suggested text remains inadequate as far as the Trust is concerned. Information on the historic environment remains very limited and does not provide advice on the current condition of the Borough's assets - are its Conservation Areas being managed in accordance with their key features as defined in Conservation Area Appraisals? What is nature of the stock of Listed Buildings - are any at risk and what is the trend? There is no indication about the nature of the Boroughs archaeological resources.</p>	<p>Some of the issues here are a little detailed for a Core Strategy. However, paragraph 3.21 could be amended as follows:</p> <p>3.21 In total, there are 10 Conservation Areas which are influential in maintaining the townscape of the Borough. Nine of the Conservation Areas were designated by Oadby and Wigston Borough Council and benefit from individual Conservation Area Appraisals and a Conservation Area Supplementary Planning Document which together assist with their positive management. The Grand Union Canal Conservation Area was designated by Leicestershire County Council and also benefits from a Conservation Area Appraisal. There are 35 Listed Buildings and Structures present in the Borough. There are no identified Buildings at Risk. There are a number of parks and open spaces in the Borough although the potential exists to improve their quality, particularly in relation to equipped play and sports facilities.</p>
National Trust	The Regional context is that there is a need for a major step change increase in biodiversity (RSS Policies 1h, 26 and 29); the spatial portrait is unclear about the overall position of the Borough in respect of the region-wide deficit providing scant information	This is a detailed issue for the spatial portrait. For example, describing the condition of each of the sites that contribute to the Green Infrastructure in the Borough would not be appropriate. This information is

	<p>about the extent of the resources and none about their condition.</p> <p>This is in contrast with, say, the information about the condition of the housing stock (para 3.24), the requirements for additional affordable housing (para 3.25), comparative unemployment rates (para 3.28), levels of educational attainment (para 3.29), road congestion (para 3.37) and the quality of public transport provision (para 3.38).</p>	<p>available in the evidence base that underpins the Core Strategy. Therefore, it is not considered necessary to amend revised Chapter 3 in relation to this comment.</p>
National Trust	<p>Para 3.47 Para 3.47 does not identify any heritage or biodiversity challenges. This appears to be an unlikely position having regard to the Regional biodiversity issues as set out in RSS. In terms of heritage it is noted that overall there is a paucity of designated assets within the Borough so in local terms that limited resource is all the more precious and vulnerable.</p>	<p>This paragraph identifies ‘the presence of a broad range of Green Infrastructure, including green wedges’ as an issue/challenge. Therefore, it is not considered necessary to amend revised Chapter 3 in relation to this comment.</p>
Theatres Trust	<p>We note that Chapter 3 deals with the Spatial Portrait and while we are sure that the Inspector’s concerns about the content and length of this chapter are well founded, we had other matters of interest that require amendment from our point of view.</p> <p>We have no particular comment to make on Chapter 3 although agree that ‘pruning’ would be beneficial.</p>	N/A
Leicestershire County Council	<p>Concerns are raised over the negative way in which Public Transport (bus services) are being portrayed in the Borough. This concern arose from the Borough Council’s published draft document (para 3.26 & 3.58); where these comments are made when relating the merits of Public Transport links between the City and the Borough’s three main settlements and appear less often.</p>	<p>Amend the following paragraphs so as not to imply that public transport services are poor between South Wigston and Wigston.</p> <p>3.38 Public transport within the Borough is in some locations relatively poor with a limited bus service operating between South Wigston, Wigston and Oadby,</p>

	<p>The re-draft frequently refers to the relative poor bus services between the Borough's three settlements. This does not accurately reflect the nature of the transport network in the Borough, where services between South Wigston and Wigston are considered good. However, it is accepted that public transport services between the centres of Wigston and Oadby are poor and that a challenge for the Borough will be to develop the attractiveness of these centres to increase demand (and frequency) for services between the centres.</p>	<p>Wigston and Oadby, and between some residential areas, Parklands Leisure Centre, Brocks Hill Visitor Centre and Country Park and the Borough's town and district centres. Generally however, public transport services to Leicester from the town and district centres are relatively frequent.</p> <p>3.47</p> <ul style="list-style-type: none"> • There are reasonable public transport links from each of the centres to Leicester but limited public transport links between the centres of Oadby, Wigston and South Wigston South Wigston and Oadby and Wigston and Oadby. <p>3.54 The Core Strategy will aim to reduce the impact of traffic and road congestion by supporting the regeneration of the centres of Wigston, Oadby and South Wigston and ensuring that new development is located within them, or close to Wigston, the largest of the Borough's three centres and which has the widest range of services and facilities. This will reduce peoples' need to travel and maximise opportunities for people to use public transport, particularly when travelling between the centres of South Wigston and Oadby and Wigston and Oadby, where public transport is currently most limited, but congestion at its most severe. With this approach, the Core Strategy will also aim to encourage people to walk or cycle as an alternative to using cars.</p>
Leicestershire County Council	<p><u>Para 3.40</u> It is also noted paragraph 3.40 refers to the EDDR route, which was discussed on at the EiP (matter 7 – Transport). It would be</p>	<p>The purpose of the spatial strategy is to explain the current situation in the Borough. Moving this sentence</p>

	preferable if the sentence in the middle of the paragraph (“The Eastern District Distributor Road would help to relieve congestion on the A6 between Oadby and Leicester.”) were relocated at the end of the paragraph.	would imply that it is a future aim which is not appropriate in this section. Therefore, it is not considered necessary to amend revised Chapter 3 in relation to this comment.
STAG	Para 3.19 (was 3.28) There are other areas which contribute to the Borough’s Green Infrastructure such as Fludes lane Woodland, <i>the mature trees and open space in the Saffron Road area of South Wigston, Oadby Grange Country Park.....</i> ”	This issue is too detailed for the Spatial Portrait. Therefore, it is not considered necessary to amend revised Chapter 3 in relation to this comment.
STAG	Para 3.33 (was 3.50) One significant undeveloped parcel of land which has previously been considered for employment uses is the Wigston Railway Triangle. It remains undeveloped due to the difficulties and costs associated with providing access over the railway onto the site. Furthermore, Wigston Triangle is also a designated Wildlife Site due to the presence of some rare species important to the biodiversity of the Borough. Originally only the south-eastern side had been designated but this has now been extended to the entire triangle. <i>The SINC designation which exists over the whole site should be viewed as a long term designation and positive management objectives should be prepared to further the biodiversity value of the area.</i> (N.B. Additional wording in italics is a direct quote from the LCA. If the addition is not deemed appropriate here, the additional wording should be included in its entirety in Para 5.12.)	This is a statement of intent rather than a description of the current situation. Therefore, it is not considered necessary to amend revised Chapter 3 in relation to this comment. This comment does not relate to the Spatial Portrait.
STAG	Para 3.47 Under The Environment add as follows:	Green Infrastructure Corridors are not introduced until

	<ul style="list-style-type: none"> The presence of a broad range of Green Infrastructure, including green wedges <i>and green infrastructure corridors</i>. 	Core Strategy Policy 5. Therefore, it is not considered necessary to amend revised Chapter 3 in relation to this comment.
STAG	<p><u>Paras 3.48 and/or 3.49</u></p> <p>It seems a pity that in the new version of Chapter 3 there is no longer a commitment to the Borough being a, “more attractive, safer and healthier place in which to live.” (Para 3.62 in the first version of Chapter 3). This should be fitted back into one of these two paragraphs as a good over-arching aim for the DPD.</p>	This section is based upon approved Sustainable Community Strategy priorities. Therefore, it is not considered necessary to amend revised Chapter 3 in relation to this comment.
STAG	<p><u>Para 3.54</u></p> <p>In the previous Chapter 3 enhancement of access to services and facilities was listed as a priority in its own right. Whilst road congestion has some relevance to this, it isn't the whole story. We think there should be specific reference to access to facilities etc. (as per our suggested amendment of the previous para. 3.64). To achieve this we'd suggest wording as follows:</p> <p>...is currently most limited, but congestion is at its most severe. <i>With this approach the Strategy will help to improve accessibility to employment, education, housing, sporting facilities, leisure, natural open spaces, recreation and culture, health and social care, community facilities and food shopping, specifically for vulnerable people for whom access is a particular challenge.</i> The Core Strategy will also aim to encourage people to walk or cycle as an alternative to using cars.</p>	<p>Agree, subject to less detailed wording:</p> <p>3.54 The Core Strategy will aim to reduce the impact of traffic and road congestion by supporting the regeneration of the centres of Wigston, Oadby and South Wigston and ensuring that new development is located within them, or close to Wigston, the largest of the Borough's three centres and which has the widest range of services and facilities. This will reduce peoples' need to travel and maximise opportunities for people to use public transport, particularly when travelling between the centres of South Wigston and Oadby and Wigston and Oadby, where public transport is currently most limited, but congestion at its most severe. With this approach, the Core Strategy will help to improve accessibility to a range of services and facilities particularly for vulnerable people for whom access is a particular challenge. The Core Strategy will also aim to encourage people to walk or cycle as an alternative to using cars.</p>

STAG	<p>Para 3.55 (was 3.32) Comment: in this paragraph the natural environment is still given secondary place to the built environment and new development - this despite there being a number of other priorities in this section relating specifically to the built environment : viz re housing needs, affordable housing, employment sites, and newer developments. The Sustainable Community Strategy does not combine protection and enhancement of natural assets with priorities in relation to the built environment. It's therefore important that the Core Strategy should reflect the SCS accurately: by making sure protection and enhancement of the green infrastructure assets stand in their own right. This should mean that new development will not be permitted within or adjoining identified green assets, in line with Landscape Proposal 9 in the current Local Plan. Priorities in relation to the environmental aspects of new development should therefore be transferred to Para 3.56.where they fit naturally.</p> <p>We therefore suggest the following amended wording:</p> <p><i>“An enhanced accessible natural environment with improved protection Increased resident satisfaction with improved green infrastructure</i></p>	<p>The priorities are all of equal importance. Therefore, it is not considered necessary to amend revised Chapter 3 in relation to this comment.</p>
STAG	<p>Para 3.55 The Core Strategy will identify Green Infrastructure assets and where they combine to form green infrastructure corridors through the Borough. It will identify means by which Green Infrastructure and the wider natural environment can be protected, improved, increased and where appropriate better accessed, <i>including a</i></p>	<p>The proposed wording introduces issues that are too detailed for the Spatial Portrait and introduces matters of policy which is not appropriate for the Spatial Portrait. Therefore, it is not considered necessary to amend revised Chapter 3 in relation to this comment.</p>

	<i>rolling programme of tree planting, and applying Tree Preservation Orders to newly planted and mature trees. New development will not be permitted within or adjoining identified green assets, which would adversely affect or diminish their present environmental significance.</i>	
STAG	<p>Newer developments are built to higher design, security and environmental standards and are better supported by services and infrastructure, providing increased resident satisfaction with the built environment</p> <p>Our contribution to climate change is reduced</p> <p>3.56. <i>The Core Strategy will aim to ensure that all new development is built to a high standard, particularly in the centres of Wigston, Oadby, and South Wigston, the areas most sensitive to development and areas where significant new development will be proposed. The Strategy will also aim to improve the quality in the design of buildings throughout the Borough both in relation to appearance and the environmental standards that they meet. In particular the Core Strategy will aim to ensure that sustainable design is an integral feature of all new development. The Core Strategy will aim to facilitate the regeneration of the centres of Wigston, Oadby, and South Wigston to achieve high quality design, especially in relation to the public realm.”</i></p>	The built environment is dealt with in paragraph 3.55. This priority relates to the whole Borough and not specific locations. Therefore, it is not considered necessary to amend revised Chapter 3 in relation to this comment.
STAG	<p><u>Para 3.57</u></p> <p>Table: Key issues and challenges to 2026</p> <p>Amend to read: The quality of the built environment <i>Protection and enhancement of green</i></p>	<p>Agreed</p> <p>Protection and enhancement of green infrastructure</p>

	infrastructure	
STAG	<p>Figure xx: From Spatial Portrait to Spatial Objectives Fourth box under: Sustainable Community Strategy – Directly Relevant Priorities Amend to read: <i>Protect</i> and enhance accessible natural environment</p> <p>Fourth box under: Key Issues and Challenges to 2026 Amend to read: - <i>Protection and</i> enhancement of the Green Infrastructure</p> <p>Fourth box under: Spatial Objectives Amend to read: - <i>Protect and</i> enhance Green Infrastructure</p> <p>- Green Wedges, <i>Green Infrastructure Corridors</i> and the Countryside</p>	<p>It is not possible to change a Sustainable Community Strategy priority in the Core Strategy.</p> <p>Agreed.</p> <p>Protection and enhancement of green infrastructure</p> <p>This comment does not relate to the Spatial Portrait. However, this change was discussed in the Hearing. Agreed subject to outcome of public consultation.</p> <p>This comment does not relate to the Spatial Portrait.</p>
STAG	<p>Para 3.5 South Wigston, a new town developed in the late 19th century (by Orson Wright the owner of a large brickworks) follows the tradition of setting up ‘model’ towns by Victorian philanthropists. Unlike other ‘model’ towns of the time, it was not just intended to house workers of the brickyard. Other commercial premises, particularly associated with the clothing industry were established right from the start. <i>The Victorian barracks, now used as the Territorial Army Headquarters, predated this growth. The current mature trees, open space, and road layout to the north of the barracks date from the 19th century Glen Parva Grange estate.</i> This history is</p>	<p>Agreed.</p> <p>3.5 South Wigston, a new town developed in the late nineteenth century (by Orson Wright the owner of a large brickworks) follows the tradition of setting up ‘model’ towns by Victorian philanthropists. Unlike other ‘model’ towns of the time, it was not just intended to house workers of the brickyard. Other commercial premises, particularly associated with the clothing industry were established right from the start. The railway was key to this development. The Victorian barracks, now used as the Territorial Army</p>

	<p>still very much evident today, although South Wigston has continued to grow through the establishment of local authority and private housing estates.</p>	<p>Headquarters, predated this growth. The current mature trees, open space, and road layout to the north of the barracks date from the 19th century Glen Parva Grange estate. This history, is still very much evident today, although South Wigston has continued to grow through the establishment of local authority and private housing estates.</p>
STAG	<p><u>Para 3.5</u> We append two historical maps, from 1886 and 1914 in support of our suggestion for re-wording Para 3.5. The maps show the importance of the railway, Glen Parva Barracks, and the mature trees, open space, and road layout of Rolleston Glen Parva Grange estate to the north. This illustrates the need to refer to these key features in the spatial portrait of the borough. We suggest amended wording as follows in preference to the wording we suggested in our first response to revised Chapter 3:</p> <p>South Wigston, a new town developed in the late 19th century (by Orson Wright the owner of a large brickworks) follows the tradition of setting up ‘model’ towns by Victorian philanthropists. Unlike other ‘model’ towns of the time, it was not just intended to house workers of the brickyard. Other commercial premises, particularly associated with the clothing industry were established right from the start.</p> <p><i>The railway was key to this development. The Victorian barracks, now used as the Territorial Army Headquarters, predated this growth. The current mature trees, open space, and road layout to the north of the barracks date from the 19th century Glen Parva Grange estate. This history is still very much evident today, although South Wigston has continued to grow through the</i></p>	<p>Agreed. See above.</p>

	establishment of local authority and private housing estates.	
STAG	<p>The Environment Paras 3.18 – 3.21</p> <p>2.1. This section purports to cover key aspects of the Borough. We view it as crucial that the Saffron Road area should be given due significance in this section of Chapter 3. We view the fact that the revised Chapter 3 does not refer to the green assets in the Saffron Road area as indicating that it is not currently sound. The Landscape Character Assessment identifies the environmental significance of the area as: “....an important green corridor (4.3.14),dominated by mature specimen trees.... and.... a critical landscape component of the area... (4.3.15) the mature tree cover.... represent(s) the most important treescape within South Wigston (4.3.25)Any loss of the openness of these sites would be detrimental to its character and furthermore detract from the setting of some fine specimen trees(4.3.26)” We append two Google maps in support of this. The maps show the Western corner of the railway triangle, Saffron Road and the area to the west of it - bordered by the railway to the south, the Glen Parva YOI to the west, and Sturdee Road Park in the City to the north. On the smaller scale map we have marked the tree lined frontages and open spaces. On the larger scale map we have highlighted the two green corridors running north – one along both sides of Saffron Road, and another on the eastern boundary of Glen Parva Young Offenders Centre which follows the ancient hedgeline shown on the historical maps. These connect to the railway and railway triangle in the south. We suggest amended wording as follows in preference to our first response to revised Chapter 3:</p> <p>Para 3.19. There are other areas which contribute to the Borough’s Green Infrastructure such as Fludes Lane Woodland, <i>the mature</i></p>	<p>This issue is too detailed for the Spatial Portrait. Therefore, it is not considered necessary to amend revised Chapter 3 in relation to this comment.</p>

	<p><i>trees, open space and Green Corridors in the Saffron Road area of South Wigston, Oadby Grange Country Park...</i></p>	
STAG	<p>In further support of our case for this inclusion, it is our view that the Saffron Road area has not been given due significance in the way evidence has been collected to inform the Core Strategy and Chapter 3. It is clearly identified in the LCA as of environmental significance, (see quotes above and LCA recommendations SW(ii)1 and SW(ii)2) but not included as part of the Green Infrastructure Plan, not included in the JPC PPG17 study of Open Space Sport and Recreation, and not included in the ESL Phase 1 Habitat Survey and Biodiversity Audit. The Saffron Road area merits inclusion in Para 3.19 both from the perspective of open space and recreation, and from the perspective of biodiversity. The following two paragraphs give evidence to support this.</p> <p>a) In relation to the JPC study - it does not include any assessment of the informal and natural open space west of Saffron Road. This is especially worrying considering the clear evidence in the JPC study that, <i>“Use of informal space is very much more common and frequent than use of formal sport or leisure facilities.The majority of residents think there are not enough country parks, local countryside and woodland....and informal open green spaces.”</i> (Residents – Key issues, bullet points 2 and 8). The JPC study also identifies a significant gap of Informal and Natural open space in the North of South Wigston (table on page 50)– which makes the Saffron Road area all the more important. The Parks and Open Spaces Strategy itself focuses almost entirely on Council owned and managed open spaces. In our view this fails to take account of some areas of informal and natural green space which are not Council owned,</p>	<p>This comment relates to the evidence base. With regard to paragraph 3.19, this issue is too detailed for the Spatial Portrait. Therefore, it is not considered necessary to amend revised Chapter 3 in relation to this comment.</p>

	<p>but which are a vital asset. The Saffron Road merits inclusion at para 3.19 of Chapter 3 for its contribution to open space and recreation.</p> <p>b) As far as we can determine the ESL biodiversity study team were not asked to assess the Saffron Road area. Whilst Saffron Road and the area to the west of it may not qualify for formal ‘designation’ status, it does have considerable environmental and biodiversity significance. There is an ancient hedgerow shown on the 1886 map now submitted. The area benefits from 39 species of birds including two of the red flag bird species cited in the ESL study – song thrush and linnet. The mix of open grassland, trees, and gardens supports a number of mammal species and the open grassland is essential feeding ground for owl (woodmice are common), green woodpecker (woodants), bats and a substantial number of hedgehogs. There are hundreds of mature trees, a significant number of which are very close to veteran status – what the ESL study refers to as trees of special interest (their para 7.2.9.). The study talks about the major habitat deficiency in the borough of the very small total area of woodland, refers to the importance of adjacent grassland and other linear corridors (para 7.2.8.). Exactly these features exist in the Saffron Road area, yet haven’t been identified in either the ESL study or the Core Strategy. The trees in this area include ‘<i>..features such as lifting bark, old woodpecker holes, split branches, rot holes, crevices ...</i>’ (with) ‘<i>obvious potential to support roosting bats.</i>’ (and several).... <i>mature and over-mature ash trees..</i>’ (para 5.4.7.) The green corridors along Saffron Road and the eastern boundary of Glen Parva YOI (see our para 1.5. below), and the heavily treed area west of Saffron Road does have a significant population of bats. The ESL study recommends, ‘<i>...increasing the area of woodland and enhancing corridors from both the suburbs to the</i></p>	
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	<p><i>countryside and between the features in the more open areas. Bats need sheltered corridors..... A very good opportunity exists to enhance bat populations by identifying actual and potential foraging routes and upgrading these where necessary and possible.</i> This area fulfils exactly those criteria, and merits inclusion in para 3.19 for its contribution to habitat and species biodiversity.</p>	
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