

# *Borough of Oadby & Wigston*

---

*Directorate of Community Services*

## **OADBY AND WIGSTON LOCAL PLAN**



**ADOPTED 1999**

**REISSUED 2007 DUE TO DIRECTION UNDER PARAGRAPH  
1(3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY  
PURCHASE ACT 2004**

**REISSUED 2010 DUE TO THE ADOPTION OF THE  
BOROUGH'S CORE STRATEGY**











## Extension of Saved Local Plan Proposals Schedule

On Friday, 21 September 2007 the Secretary of State issued a Direction under Paragraph 1(3) of Schedule 8 to the Planning and Compulsory Act 2004 to save a number of policies in the Oadby and Wigston Local Plan (1999). This Schedule sets out the effect of the Direction. Proposals highlighted in green are saved and remain part of the Local Plan. Proposals highlighted in red expired on Thursday, 27 September 2007 and no longer form part of the Local Plan. Unsaved proposals are illustrated within the body of the document using strikethrough. The table below explains why these policies no longer apply.

<b>Policies contained in the Oadby and Wigston Local Plan (Adopted 1999)</b>		<b>Effect of Secretary of States Direction Under Paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act (2004)</b>
<b>Chapter 2. Strategy of the Local Plan</b>		
S1	Protection of Strategic Allocations	Proposal expired on 27 September 2007 – Contrary to East Midlands Regional Spatial Strategy.
<b>Chapter 3. Landscape and Environmental Quality</b>		
L1	Design of New Development	Saved by Direction of the Secretary of State.
L2	Backland Development	Saved by Direction of the Secretary of State.
L3	New Development in Conservation Areas	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 15.
L4	Demolition in Conservation Areas	Proposal expired on 27 September 2007 – Repeats National Policy (PPG15, paras 4.27, 4.29).
L5	Exterior Cladding in Conservation Areas	Proposal expired on 27 September 2007 – Repeats National Policy (PPG15, para 2.12).
L6	Siting and appearance of telecommunications apparatus	Proposal expired on 27 September 2007 – Repeats National Policy (PPG8, paras 14-28).
L7	Criteria for telecommunications apparatus	Saved by Direction of Secretary of Secretary of State.
L8	Advertisements	Saved by Direction of the Secretary of State.
L9	Significant urban open space	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 15.
L10	Green wedge definition	Saved by Direction of the Secretary of State.
L11	Restrictions on development	Proposal expired on 28 September 2010 – Superseded by Core

		Strategy Policy 11.
L12	Tree screening along the depot boundary	Saved by Direction of the Secretary of State.
L13	Tree and hedge planting in the Oadby/Wigston wedge	Saved by Direction of the Secretary of State.
L14	Historic landscape north of Gartree Road	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 15.
L15	Definition of countryside	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 7.
L16	New buildings in the countryside	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 7.
L17	Residential development in the countryside	Proposal expired on 27 September 2007 – Repeats National Policy (PPS7, Annex A).
L18	Changes of use to rural buildings	Proposal expired on 27 September 2007 – Repeats National Policy (PPS7, para 17).
L19	Areas of locally important landscape	Proposal expired on 27 September 2007 – Contrary to National Policy (PPS7, para 25).
L20	Design of the urban edge	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 1.
<b>Chapter 4. Conservation of Environmental Resources</b>		
C1	Protection of the Site of Special Scientific Interest	Proposal expired on 27 September 2007 – Repeats National Policy (PPS9, para 8).
C2	Provision of a Local Nature Reserve at Kilby Bridge Quarry	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 5.
C3	Development within or adjoining the canal corridor	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 5.
C4	Protection of district level ecological sites	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 5.
C5	Preservation of parish level ecological sites	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 5.
C6	Development affecting protected species	Proposal expired on 27 September 2007 – Contrary to National Policy (PPS12, para 1.8 and PPS9, para 15).
C7	Preservation of the site of geological interest	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 5.
C8	Renewable energy installations	Proposal expired on 28 September 2010 – Superseded by Core

		Strategy Policy 8.
C9	Protection of essential washland	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 9.
C10	Surface water discharge from new developments	Proposal expired on 27 September 2007 – Repeats National Policy (PPS25, Annex F).
C11	Development and the risk of flooding	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 9.
C12	Impact of development on water courses and ground water	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 9.
C13	Development on unstable or contaminated land	Proposal expired on 27 September 2007 – Repeats National Policy (PPG14 and PPS23).
C14	Conservation of the best and most versatile agricultural land	Proposal expired on 27 September 2007 – Repeats National Policy (PPS7, para 28).
C15	Initial assessment of possible archaeological potential	Proposal expired on 27 September 2007 – Repeats National Policy (PPG16, para 19).
C16	Need for archaeological evaluation	Proposal expired on 27 September 2007 – Repeats National Policy (PPG16, paras 21, 22 and Annex 3).
C17	Impact of development on important archaeological sites	Proposal expired on 27 September 2007 – Repeats National Policy (PPG16, para 27, 28).
C18	Preservation of listed buildings	Proposal expired on 27 September 2007 – Repeats National Policy (PPG15, paras 2.18, 2.19 and section 3).
C19	Alterations or extensions to a listed building	Proposal expired on 27 September 2007 – Repeats National Policy (PPG15, Section 3 and Annex B).
C20	Demolition of listed buildings	Proposal expired on 27 September 2007 – Repeats National Policy (PPG15, Section 3).
C21	Development affecting the setting of a listed building	Proposal expired on 27 September 2007 – Repeats National Policy (PPG15, Section 2 and 3).
C22	Schedule of significant local buildings	Saved by Direction of the Secretary of State.
<b>Chapter 5. Transportation</b>		
T1	Road reservation	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 4.
T2	Protection from development	Proposal expired on 28 September 2010 – Superseded by Core

*Extension of Saved Local Plan Proposals Schedule*

		Strategy Policy 4.
T3	Proposed road link - Clarkes Road and Chartwell Drive	Saved by Direction of the Secretary of State.
T4	Development of cycle route network	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 4.
T5	Improvement of Fludes Lane	Saved by Direction of the Secretary of State.
T6	Provision of needs for cyclists	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 4.
T7	Closure of central reservation gaps - A6	Proposal expired on 27 September 2007 – Implemented.
T8	Limitation of further development off A6 side roads	Proposal expired on 27 September 2007 – T7 has been implemented, as a consequence, T8 is redundant.
T9	Provision for park and ride site	Proposal expired on 27 September 2007 – Site no longer suitable.
T10	Proposed car park for South Wigston station	Proposal expired on 27 September 2007 – Implemented.
T11	Proposed new railway station, Midland Main Line	Saved by Direction of the Secretary of State.
T12	Highway impact of new development	Proposal expired on 27 September 2007 – Out of conformity with Leicestershire 'Highways, Transportation and Development' (August 2006) document.
T13	Conflict with Structure Plan Transport Policy 4	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 4.
T14	Contributions to cost of highway works	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 10.
T15	Accessibility of facilities to mobility impaired people	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 4.
T16	Safe environment for pedestrians and cycles	Proposal expired on 27 September 2007 – Repeats National Policy (PPG13, paras 6.9 and 28-30).
T17	Access to public transport in new development	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 4.
T18	Access for service and emergency vehicles	Saved by Direction of the Secretary of State.
T19	Parking provision for new development	Proposal expired on 27 September 2007 – Contrary to East Midlands Regional Spatial Strategy.
<b>Chapter 6. Housing and Residential Environment</b>		
H1	Density of new development	Proposal expired on 27 September 2007 – Contrary to National Policy

		(PPS3, paras 45-51; PPS1, Delivering Sustainable Development (vii); and PPG17, para 24).
H2	Affordable housing	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 11.
H3	Presumption in favour of renewal	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 1.
H4	Vehicle repair yard adjacent to Edward Close, Oadby	Proposal expired on 27 September 2007 – Implemented.
H5	Land off Florence Wragg Way, Oadby	Proposal expired on 27 September 2007 – Implemented.
H6	Land south of Whitegates Farm, Wigston	Proposal expired on 27 September 2007 – Implemented.
H7	Land to the rear of The Nook, Oadby	Proposal expired on 27 September 2007 – Implemented.
H8	Land off Florence Wragg Way, Oadby	Proposal expired on 27 September 2007 – Implemented.
H9	Racecourse Straight Mile, Wigston	Proposal expired on 27 September 2007 – Implemented.
H10	Land off Lansdowne Grove, South Wigston	Proposal expired on 27 September 2007 – Implemented.
H11	Land off Britford Avenue, Wigston	Saved by Direction of the Secretary of State.
H12	Conversion to residential use	Saved by Direction of the Secretary of State.
H13	Infill Development	Saved by Direction of the Secretary of State.
H14	Residential care in the community	Saved by Direction of the Secretary of State.
H15	Gypsies and travelling show people	Proposal expired on 27 September 2007 – Contrary to Circular 01/06.
H16	Housing for the elderly or for students	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 12.
H17	Criteria for extension developments	Saved by Direction of the Secretary of State.
H18	Criteria for satellite antennae	Proposal expired on 27 September 2007 – Repeats National Policy (PPG8, paras 14-28).
<b>Chapter 7. Industry and Employment</b>		
EM1	Definition and presumption in favour of development	Saved by Direction of the Secretary of State.
EM2	Limitations on open storage	Proposal expired on 27 September 2007 – Replicates Generic Development Control Proposals (L1, H12).
EM3	Limitations on business hours	Proposal expired on 27 September

		2007 – Replicates Generic Development Control Proposals (L1, H12).
EM4	Impact of development on adjoining areas	Saved by Direction of the Secretary of State.
EM5	Railway Triangle, South Wigston	Saved by Direction of the Secretary of State.
EM6	Magna Road, South Wigston	Saved by Direction of the Secretary of State.
EM7	Chartwell Drive, Wigston	Proposal expired on 27 September 2007 – Implemented.
EM8	Land off Tigers Road, South Wigston	Saved by Direction of the Secretary of State.
EM9	Business start-up units	Saved by Direction of the Secretary of State.
EM10	Protection of existing employment uses	Saved by Direction of the Secretary of State.
EM11	Redevelopment of land adjoining Station Street	Saved by Direction of the Secretary of State.
<b>Chapter 8. Town Centres and Shops</b>		
SH1	Shopping provision at the head of Bell Street	Proposal expired on 27 September 2007 – Implemented.
SH2	Major off centre/out of town retail development	Proposal expired on 27 September 2007 – Repeats National Policy (PPS6).
SH3	Primary shopping areas	Saved by Direction of the Secretary of State.
SH4	Criteria for development in secondary shopping areas	Saved by Direction of the Secretary of State.
SH5	Non-retail uses in Primary and Secondary Shopping Areas	Saved by Direction of the Secretary of State.
SH6	Protection of retail frontages in the primary shopping areas	Saved by Direction of the Secretary of State.
SH7	Restriction on permitted change of use in Bell Street	Saved by Direction of the Secretary of State.
SH8	Restriction on location of A3 uses in Wigston	Saved by Direction of the Secretary of State.
SH9	Impact of A3 uses on residential amenity	Saved by Direction of the Secretary of State.
SH10	First floor residential/financial/professional/office	Saved by Direction of the Secretary of State.
SH11	Improvement of the physical environment	Saved by Direction of the Secretary of State.
SH12	Pedestrianisation of Bell Street, Wigston	Saved by Direction of the Secretary of State.
SH13	Pedestrian preference in The Parade, Oadby	Saved by Direction of the Secretary of State.
SH14	Pedestrian preference in the Parade impact	Saved by Direction of the Secretary of State.

SH15	Rear access, Blaby Road, South Wigston	Saved by Direction of the Secretary of State.
SH16	Replacement shop fronts	Saved by Direction of the Secretary of State.
SH17	External security protection	Saved by Direction of the Secretary of State.
SH18	Neighbourhood Shopping	Saved by Direction of the Secretary of State.
SH19	Provision of small local shops	Proposal expired on 27 September 2007 – Contrary to National Policy (PPS6, paras 2.55-2.59).
SH20	Car showrooms and car sales	Proposal expired on 27 September 2007 – Repeats National Policy (PPS6, paras 2.55-2.59).
<b>Chapter 9. Leisure and Recreation</b>		
R1	Accessibility of new recreation uses	Proposal expired on 27 September 2007 – Replicates Generic Development Control Proposals (T15).
R2	Provision of new leisure and recreation facilities	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 17.
R3	Protection of formal and informal recreational facilities	Proposal expired on 27 September 2007 – Repeats National Policy (PPG17, para 10).
R4	Minimum provision in new housing developments	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 17.
R5	Land east of Lansdowne Grove	Saved by Direction of the Secretary of State.
R6	Land south of Harrison Close	Saved by Direction of the Secretary of State.
R7	Land east of Windrush Drive - proposed Country Park	Saved by Direction of the Secretary of State.
R8	Land east of Meadows Estate	Saved by Direction of the Secretary of State.
R9	Improved public access in green wedge south of B582	Saved by Direction of the Secretary of State.
R10	Land north of Palmerston Way	Saved by Direction of the Secretary of State.
R11	Safeguarding of Fludes Lane	Saved by Direction of the Secretary of State.
R12	Criteria for all-weather playing areas	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 12.
R13	Criteria for replacement east of Stoughton Road	Proposal expired on 27 September 2007 – Implemented.
R14	Criteria for playing fields west of Stoughton Road	Saved by Direction of the Secretary of State.
R15	Protection of allotment land	Proposal expired on 27 September

*Extension of Saved Local Plan Proposals Schedule*

		2007 – Repeats National Policy (PPG17, para 10 and Annex 2 (vii)).
R16	New allotments north of Taylor's Bridge Road	Saved by Direction of the Secretary of State.
R17	Retention of Manchester Gardens in open space use	Saved by Direction of the Secretary of State.
R18	British Waterways depot, Kilby Bridge	Saved by Direction of the Secretary of State.
R19	Footbridge from towing path to new housing	Saved by Direction of the Secretary of State.
R20	Picnic and informal recreation site, Kilby Bridge	Saved by Direction of the Secretary of State.
R21	Safeguarding of existing rights of way and cycle routes	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 17.
R22	New concessionary footpath links	Saved by Direction of the Secretary of State.
R23	Extension of linear open space east of the Meadows	Proposal expired on 27 September 2007 – Implemented.
<b>Chapter 10. Community, Public Utility and Emergency Services</b>		
SV1	Site adjoining north side of Herrick Way	Proposal expired on 27 September 2007 – Implemented.
SV2	Provision of community wing - Woodland Grange Primary School	Saved by Direction of the Secretary of State.
SV3	Criteria for proposed development	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 16.
SV4	Planning conditions which may be applied	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 16.
SV5	Reuses of purpose built community buildings	Proposal expired on 28 September 2010 – Superseded by Core Strategy Policy 16.
SV6	New cemetery allocation, Gartree Road, Oadby	Saved by Direction of the Secretary of State.
SV7	Drainage needs of new development	Proposal expired on 27 September 2007 – Repeats National Policy (PPS25, Annex F).
SV8	Sewerage treatment works - Cordon Sanitaire	Saved by Direction of the Secretary of State.

## 1. INTRODUCTION

- 1.1 The Town & Country Planning Act 1990 (as amended) requires Local Planning Authorities to prepare Development Plans for their areas in order to guide and control the use of land. In the Shire Counties the Development Plan consists of a number of documents. The County Council is responsible for preparing strategic guidance through the County Structure Plan and District Councils have a duty to prepare District-wide Local Plans which carry this guidance on into detailed proposals relating to specific areas of land. In addition the County Council also has responsibility for preparing Minerals and Waste Local Plans on a County-wide basis.
- 1.2 The Oadby & Wigston Local Plan is being prepared in order to meet the requirement for a Borough-wide Local Plan and also to ensure that the Development Plan is kept up-to-date. In due course, it will replace both the Wigston and Oadby Local Plans which, together, provide adopted Local Plan cover for the whole of the Borough at present. The Local Plan includes a Proposals Map which has been prepared on an Ordnance Survey map base. This will enable users of the Plan to identify the specific areas of the Local Plan area which are affected by an individual proposal.
- 1.3 This document is the Adopted Version of the Local Plan and it has been prepared following the widest possible consultation of all those with an interest in the Local Plan area. This gave all sections of the local community, as well as those bodies involved in the provision of commercial and public services, an opportunity to comment on the content of the Local Plan and participate in the planning choices which were made as the final draft of the Local Plan was prepared.

### **THE FUNCTION OF THE LOCAL PLAN**

- 1.4 Planning Policy Guidance 12 'Development Plans and Regional Planning Guidance' states in paragraph 3.8 that Local Plans need

*'to set out the authority's policies for the control of development; and to make proposals for the development and use of land and to allocate land for specific purposes.'*

This has the objective of providing clarity to developers, land owners and the general public in order to guide the submission of planning applications and indicate clearly what development the Local Planning Authority will find acceptable.

- 1.5 The incorporation of Section 54A in the Town & Country Planning Act 1990 has altered the status of the Local Plan. The section states:

*'Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.'*

This has introduced 'a presumption in favour of development proposals which are in accordance with the development plan' (PPG1 paragraph 25). Consequently applications should be determined in accordance with the Local Plan (and the County Structure Plan) where there are relevant policies and proposals. This will provide a more certain planning framework for development within the Local Plan Area.

## **THE POLICY FRAMEWORK**

- 1.6 The Oadby & Wigston Local Plan has been prepared in the context of a number of policy guidance documents. National policy is set out in a variety of documents with the Planning Policy Guidance Notes (PPG's) being the main source of guidance on planning policy matters. In particular Regional Planning Guidance for the East Midlands was published by the Secretary of State for the Environment in March 1994.
- 1.7 Against this policy background the Leicestershire County Council has undertaken a review of the Leicestershire Structure Plan. A replacement Structure Plan has been prepared; key issues were debated at the Examination in Public; proposed modifications have been publicised, and the County Council adopted the replacement Plan with effect from the 11th January 1994. The Leicestershire Structure Plan (1994) provides strategic guidance for the period to 2006 and many of its policies are relevant to development in the Oadby & Wigston Local Plan Area. The Deposit Draft Oadby & Wigston Local Plan has been prepared in general conformity with the Leicestershire Structure Plan (1994) and has a similar plan period to 2006.
- 1.8 Regard has also been had to the proposals contained in the Local Plans of adjoining Districts, to county wide Local Plans and to other supplementary policy guidance published by the County Council, as well as to the proposals in existing Borough Local Plans.
- 1.9 The Borough currently has complete Local Plan coverage set out in:-
  - (i) The Wigston District Plan (adopted 1982) with Alteration No. 1 (adopted 1990)
  - (ii) The Oadby Local Plan (adopted 1989).

These Local Plans are 'saved' plans under the terms of the transitional arrangements set out in the Planning and Compensation Act 1991 and they will continue to provide guidance for development in the Local Plan Area until the Oadby & Wigston Local Plan is adopted formally as a replacement.

## **THE PREPARATION OF THE OADBY & WIGSTON LOCAL PLAN**

- 1.10 The Local Planning Authority determined to produce a District-wide Local Plan in January 1991 and published a Brief for the Oadby & Wigston Local Plan which was circulated to all statutory consultees and relevant bodies. In addition major landowners and development interests in the Borough,

together with a large number of local societies, were also asked to identify issues which should be addressed by the Draft Local Plan. Thirty responses were received, predominantly from formal consultees and land-owning interests, and these were taken into account in the preparation of the Consultation Draft Plan.

- 1.11 The proposals contained in the previously adopted Local Plans were reviewed and, where they were still relevant, were brought forward for incorporation in the new Local Plan. These proposals can be identified by the initials WDP & OLP which appear following the proposal reference number. A number of these proposals are substantially unchanged in their content although detailed wording changes were made.
- 1.12 The Consultation Draft Oadby & Wigston Local Plan was publicised between the 20th July 1994 and the 9th September 1994. In all 326 bodies or individuals responded to the publicity period and a total of 1,302 representations were made to the Borough Council, of which 859 were objections to the Plan. All these representations were taken into account in the preparation of the Deposit Draft of the Local Plan.
- 1.13 The text of the Deposit Draft was extensively revised to take account of a number of detailed comments. The main change was the deletion of excessive detail in relation to development control policies in order to ensure that the Local Plan could be used flexibly and be relevant to a range of site conditions.
- 1.14 An Environmental Appraisal of the individual proposals in the Consultation Draft Local Plan was undertaken and was published with the Deposit Draft. Regard was had to the outcome of the assessment during the redrafting of the Written Statement. Where proposals were identified as having a potentially damaging impact on the environment; a more detailed analysis was made in order to reconsider whether or not the proposal was justified and what measures could be taken to minimise or eliminate the environmental impact.
- 1.15 Objections made to the Deposit Draft were considered by an Independent Inspector at a Public Local Inquiry between the 15 October 1996 and 21 January 1997. The Inspector reported back to the Council on the outcome of the Inquiry on the 4 August 1997. The Inspector's Report and recommendations together with the Council's Response were issued on the 30 April 1998. Proposed Further Modifications were made to the Plan where the changes were made available for further public consultation. The Plan was adopted on the 29 October 1999.

## **THE FORMAT OF THE LOCAL PLAN**

- 1.16 This Local Plan includes a Written Statement and a Proposals Map. The Written Statement sets out proposals for the development and use of land. The Proposals are shown in

**bold type** and enclosed in a box.

The area of application of each proposal, including those which apply to the whole Local Plan Area, is shown on the Proposals Map or on the Town Centre Inset Plans. Where Structure Plan policies have been quoted these are set out in italics in the body of the justification text.

- 1.17 The proposals in this Local Plan have been divided up into a number of chapters in order to make the text manageable. However, a specific site may be affected by a number of proposals drawn from different chapters. Cross references have been included in the text to show these interrelationships for site specific proposals but regard should also be had for proposals which apply plan-wide to any relevant development. Each Proposal is preceded by the relevant justification. It is stressed that all of the Local Plan's proposals must be considered together, before a determination can be made concerning the acceptability of a proposed development.
- 1.18 Throughout the Written Statement references are made to The Use Classes Order. This is an abbreviation for The Town and Country Planning (Use Classes) Order 1987. The definition of the individual classes is summarised in the glossary of this document but detailed clarification should be sought in the original Order and its subsequent amendments.

## **SUPPLEMENTARY PLANNING GUIDANCE**

- 1.19 The Local Plan Proposals provide a clear and concise framework for development control decisions. However, in order to provide further assistance to applicants about how these proposals will be implemented, the Local Planning Authority will provide additional supplementary planning guidance. This will draw attention to matters such as key site conditions or visual characteristics which may be relevant in different areas of the Borough or for different types of development. It will also incorporate the codes of practice which, when relevant, will be used to ensure a consistent and transparent approach in the consideration of planning applications.

## **2. THE STRATEGY OF THE LOCAL PLAN**

### **THE LOCAL PLAN AREA**

- 2.1 Oadby & Wigston is a small, highly urbanised Borough, which adjoins the south-east edge of the City of Leicester. Its total area is 2345 hectares (approximately 9 square miles) and its population is 53,100 (OPCS 1991 Mid year estimate). This population is concentrated in the three main settlements of Oadby, Wigston and South Wigston. The built up area occupies just over 60% of the Local Plan Area and is located close to the City boundary.
- 2.2 Both Oadby & Wigston are towns with a long history and evidence of this remains in the older parts of the town centres. South Wigston, in contrast, was founded in the late nineteenth century as a railway town. All three communities have seen substantial growth since the Second World War. Initially the new estates were developed on available land between the towns and the City boundary but more recent estates have extended out into the open countryside. Only relatively narrow areas of open land now remain to separate Leicester, Oadby and Wigston from each other and these have been designated as green wedges in order to prevent the settlements coalescing. More extensive areas of open land remain on the urban fringe of the Borough to the south of the Midland Main Railway Line and to the east of Oadby and of Wigston, the majority of which is still in agricultural use.
- 2.3 The Borough is crossed by three radial highways serving the City of Leicester, the A6(T), the A50 and the B5366, while the B582 serves as an orbital route linking the three town centres of Oadby, Wigston and South Wigston. The completion of the Southern District Distributor Road, the A563, has created an additional link across the northern fringes of the Borough. Wigston and South Wigston are separated by the Midland Main Railway Line which has few crossing points and there are no other routes crossing the green wedge between Wigston and Oadby. Although the railway lines act as barriers to road communications they do provide an alternative means of transport in and out of the Borough. In 1986 a station was opened at South Wigston on the Birmingham - Leicester line which has proved very successful. The potential exists on the Sheffield - London Mainline for a further station to serve Wigston. To the south of this railway line the ground falls away to the River Sence which forms the Borough boundary for part of its length. The Grand Union Canal crosses this area following a contour line just above the River Sence flood plain. The only other settlement in the Borough, the hamlet of Kilby Bridge, is located where the A50 crosses the canal.

### **THE AIMS OF THE LOCAL PLAN**

- 2.4 Within the Local Plan Area the Local Planning Authority wishes to encourage a pattern of development which is as sustainable as possible. The purpose of this is to ensure that future generations will not be penalised by a loss of environmental quality or lack of resources due to inappropriate development being allowed. Resources should be used so that they benefit the wider

community and so that the most effective use is made of existing infrastructure in the Local Plan area.

2.5 The primary aims of the Local Plan are:

- to conserve what is good in the existing urban and rural landscapes;
- to guide new development so that it will contribute to, and help to enhance, the environmental quality of the Local Plan Area;
- to foster the role of each settlement in providing for the everyday needs of those who live or work there;
- to ensure that appropriate land allocations are made to conform with the requirements of the Leicestershire Structure Plan; and
- to ensure the balanced use of available land resources; and
- to encourage development which will aid the conservation of energy and other resources.

The Local Planning Authority will use development control and land use policies to achieve these primary aims.

2.6 The Local Planning Authority will maintain and enhance the quality of life for those who live, work in or visit the Local Plan area, while ensuring the most effective use of the land resources available. The overall strategy for implementing the aims set out in paragraph 2.5 will focus in the first instance on making the most effective use of the existing built up area. Where feasible, sites will be allocated for housing and employment use on land which is presently under-utilised, vacant or suitable for redevelopment and regard will be had for the likelihood of windfall sites coming forward during the Plan period. Greenfield sites adjoining the existing urban area will only be considered if there is still a significant shortfall in meeting the strategic requirements. However, areas of land identified as strategic Green Wedges and areas of countryside which have a role in separating individual settlements will be kept free of built development. More detailed objectives against which each proposal of the Local Plan can be assessed are set out at the beginning of each chapter.

2.7 Planning Policy Guidance 12 requires that all Local Plan proposals should be subject to an Environmental Appraisal which will be addressed under the broad headings of global sustainability, the need to husband natural resources and the conservation of local environmental quality. All proposals in this Local Plan have been drawn up in the context of the Strategy. Following publication of the Consultation Draft a more detailed Environmental Appraisal of each proposal was undertaken, which has been published as a separate document. Overall, the results of this Environmental Appraisal showed the impact of the Consultation Draft proposals to be environmentally beneficial. However, a small number of proposals were identified as requiring fuller justification. The results of the Appraisal were taken into account in the preparation of the Local Plan.

## **FUTURE DEVELOPMENT**

2.8 The rapid post-war expansion of the towns, which was achieved by planned greenfield developments, left the surrounding countryside as undisturbed as possible. However, this expansion has now reached the point where the physical infrastructure of the Borough is close to capacity. In addition, as the towns have increased in size, community services have continued to be provided largely by the town centres with few facilities being provided as part of the new developments.

2.9 The Leicestershire Structure Plan (1994) acknowledges the lack of capacity for further development in the Local Plan Area and provided for a reduced housing allocation in the Borough, which is not sufficient to meet the projected housing need for the plan period. This is made explicit in Structure Plan Housing Policy 3 which states:-

*‘Provision will be made within the Districts of Blaby, Harborough, and Hinckley and Bosworth to help meet the dwelling needs of Leicester and Oadby and Wigston in locations well related to Leicester and Oadby and Wigston.’*

~~2.10 It is envisaged that the Structure Plan housing allocation for the Local Plan area can largely be met within the urban area, where some open land remains which would be suitable for development and where other windfall sites may come forward for redevelopment as they have in the past. This is not sufficient to provide the full housing allocation and urban edge locations, which are capable of providing transport choice, have been identified for the outstanding balance of about 200 dwellings. However, the Structure Plan allocation for employment land can be met from sites identified within the urban area without recourse to greenfield development. Because of the very limited land resources available and the need to balance development requirements the Local Planning Authority regards it as essential that once land has been allocated in the Local Plan to meet a strategic requirement, alternative uses for that land should be resisted.~~

### **~~STRATEGY PROPOSAL 1~~**

~~**Where land has been allocated in this Local Plan to meet the Leicestershire Structure Plan strategic requirements for housing, employment or highway uses the Local Planning Authority will refuse planning permission to develop these sites for other purposes.**~~

2.11 The Structure Plan also sets out a number of policies which provide the strategic framework for protecting areas of open land. These include policies identifying Green Wedges as strategically important areas of open land, which prevent the coalescence of adjoining settlements, and policies designed to protect open countryside for its own sake. The Local Plan

incorporates detailed proposals to give effect to these areas of policy as well as identifying areas which have a local landscape value within the Local Plan area.

- 2.12 The Structure Plan policies relating both to the allocation of land for development and to the protection of land which is only suitable for restricted forms of development have evolved in the context of the Leicestershire Transport Choice Strategy which is set out in the Leicestershire Structure Plan Strategy Policy 2 and also incorporated in the Overall Strategy (Structure Plan Strategy Policy 1). The Transport Choice Strategy seeks to concentrate new development where a realistic choice of transport modes can be achieved. This approach accords with that set out in Planning Policy Guidance 13 'Transport', where emphasis is placed on the need for development plans to integrate transport and land use planning so as to reduce the need for travel, especially by car. Reducing the need for car journeys will contribute to achieving sustainable targets such as limiting exhaust emissions.
- 2.13 The Local Planning Authority considers that focusing new development within and adjoining the existing urban area, where alternate modes of transport and other necessary infrastructure are or can be made available, is the most sustainable form of development for the Local Plan Area. The protection of Green Wedges as areas of open land will provide opportunities for formal and informal recreational activities in close proximity to the adjoining urban areas. Similarly the protection of the remaining areas of open countryside in the Local Plan Area will enable local residents to have access to these landscapes through the footpath network without having to travel long distances. The vitality and viability of the town centres is also an important consideration, since they provide for many of the everyday needs of the population and aid sustainability by enabling multi-purpose journeys.

## **IMPLEMENTATION**

- 2.14 The policies and proposals of the Local Plan are intended to guide development for the period to 2006 and the implementation of the Plan will require the effort and co-operation of both public and private sectors. The Local Planning Authority has endeavoured to be realistic in preparing the land use proposals of the Plan but the rate of progress in achieving a number of the proposals will be subject to the level of resources available from year to year. The Local Plan will assist the Authority in making the best use of its resources by providing a framework through which priorities can be selected for future budgets. It will have a similar benefit for the County Council and other service providers who are responsible for implementing relevant proposals in the Local Plan Area.
- 2.15 Many proposals in the Local Plan will be dependent on private investment. The implementation of these proposals will be influenced by market conditions but the Local Planning Authority will monitor progress and will endeavour to expedite development where appropriate.

## **MONITORING AND REVIEW**

- 2.16 The Local Planning Authority is concerned to ensure the Local Plan remains relevant and up-to-date. The progress on achieving the implementation of the proposals will be monitored regularly following adoption, particularly in respect of the housing land supply, and the content of the Plan will be reviewed. If necessary an Alteration to the Local Plan will be published to ensure the strategy of the Plan is fulfilled.



### 3. LANDSCAPE AND ENVIRONMENTAL QUALITY

#### INTRODUCTION

- 3.1 The quality of the physical environment has a major impact on the quality of life for residents and visitors to the Borough. The diverse elements which make up this environment include buildings; public and private open spaces, and public areas such as highways. The interrelationships between these various elements in the landscape are as important as the elements themselves and together these help to give each area its own individual character. Oadby & Wigston is a pleasant and popular place to live, work in or visit, because the overall quality of its environment is good. However, the Borough Council believes that this standard can only be maintained through the consistent application of proposals designed to protect the best features of the urban and rural landscapes. The Council will also bring forward proposals for the improvement of those sites which detract from the environmental quality of their surroundings.
- 3.2 The popularity of the Borough as a place to live has led to very rapid expansion of the urban area over the last three decades. During this period of expansion, Structure Plan and Local Plan policies have gradually developed, which are designed to fulfil two main purposes. The first is to protect specific open areas of land which have a particular function in preventing the coalescence of nearby settlements. The second is to ensure that the encroachment of development on the countryside is contained and not allowed to occur in a scattered and piecemeal manner, which would gradually erode the character of landscape and ultimately destroy it. The Leicestershire Structure Plan (1994) acknowledges that the Borough urban area cannot continue to expand as it has done in the past. In paragraph 5.9 of the Explanatory Memorandum it is stated that *'because the remaining (housing) needs generated by Leicester and Oadby and Wigston cannot be provided in these areas, they have to be accommodated in other Districts'*.
- 3.3 The Borough Council values the remaining areas of open land which form a fringe around the urban area and believes that these areas are important contributors to the quality of the urban environment because of the complete contrast of their landscapes. A network of country lanes and public rights of way allows the urban community ready access to this fringe area. While not seeking to prevent appropriate development within the urban fringe, the Borough Council will wish to ensure that this pronounced difference between open and built-up area is maintained. The Council will also wish to protect areas which have a particular environmental value, such as sites of ecological interest.
- 3.4 Work has been undertaken to identify areas which form important historic or natural resources and the Council will wish to protect those areas which have a particular environmental value. These include locations such as Conservation Areas and open land within the Borough which has a critical role to play both in maintaining the quality of the urban area and in protecting the character of the rural landscape.

3.5 The Borough Council adopted an Environmental Strategy for Oadby & Wigston in February 1992 which reflects growing public concern over environmental issues. A number of policies in the Strategy have land use implications and where appropriate, proposals to implement these policies have been incorporated in the Local Plan.

### **OBJECTIVES**

3.6 Is:

- To protect and improve the physical environment including atmospheric and water resources.
- To conserve the quality of the built environment by encouraging good visual design and ensuring that good quality materials are used in new developments.
- To avoid over-development and town-cramming, ensuring that significant open spaces within the built up area are protected.
- To prevent the wasteful use of land and avoid the sterilisation of land resources.
- To prevent further coalescence of the settlements in the Borough with each other and with built-up areas in adjoining districts.
- To protect the distinctive character and visual amenity of the countryside, especially where it adjoins the built-up area, and to encourage its enhancement.
- To maintain and promote the provision of green areas within the Local Plan area and to encourage ecological diversity.

### **THE QUALITY OF THE LANDSCAPE**

3.7 The Local Planning Authority is concerned that any new development within the Borough should conserve and enhance the existing pleasant environment and not have a detrimental effect on existing amenities enjoyed by the whole community. To achieve this aim the Local Planning Authority will apply a number of development control proposals which are designed to provide guidance for new development in order to improve the environment whilst at the same time protecting the amenities of residents, workers and users of facilities in the Borough.

3.8 It is a primary aim of the Local Plan that new development should be guided so that it will contribute to, and help to enhance, the environmental quality of the Local Plan area. Landscape Proposal 1 sets out the criteria which all applications for development will need to meet in order to ensure that this is achieved.

## **DESIGN OF NEW DEVELOPMENT**

- 3.9 If the physical environment is to be protected and improved then development needs to have regard to the existing features in the landscape and should be designed so as to protect key features such as trees and hedges or walls. These features can form a major visual amenity both within the built up area and in the countryside and may also form an important nature conservation or cultural resource.
- 3.10 Where new development is permitted, it may not be possible to retain every tree but the protection afforded by a Preservation Order will ensure that any trees lost will be replaced by others of suitable native species. Replacement trees are afforded protection by the original Preservation Order. Hedgerows and other vegetation also can contribute significantly to the character of the landscape and where possible existing features should be retained in new developments because of the contribution which they can make to softening the impact of the new development. The retention of existing vegetation in the landscaping scheme for a new development helps to provide continuity in the physical environment but it is also important that features to be retained should have adequate space around them and should be adequately protected during the development works.
- 3.11 For all but the smallest new developments it will be necessary for new landscaping to be incorporated in the layout design. Within a new development the form, surface treatment and detailing of open spaces and their relationship to buildings and to the footpath network should be seen as an integral part of the design of the scheme. It will not be satisfactory to use left over and inconvenient corners of land. Opportunities to incorporate tree planting should be taken whenever possible. Levels, surfacing and planting of public areas should be designed to avoid wear and tear and to allow easy maintenance. There is an increasing awareness of the need for security to be considered at an early stage in the design of a new development in order to minimise risks to personal safety and to property. This can be particularly relevant to the design of roads and footpaths and landscaping schemes. The Borough Council is mindful of the advice set out in Circular 5/94 'Planning Out Crime' and of the helpful role played by the Police 'Secured by Design' scheme. The needs of people with an impaired mobility should also be addressed in the initial stages of layout design.
- 3.12 The appearance of a proposed development and its relationship with its surroundings are a material consideration in determining planning applications and it is important that new development, including change of use, does not have a detrimental impact on the character, appearance or amenity of its area. Regard will also be had to the potential cumulative effect of new developments, particularly those on a smaller scale such as house extensions, which over time can change the character of an area completely. Extensions to a building need to be designed to complement the existing structure and should avoid giving the appearance of being a separate entity. Materials should be chosen to give a pleasant appearance and identity to a

scheme. Large expanses of brickwork should be given interest by brick detailing and other materials should be of a permanent texture and colour and designed for external use.

- 3.13 All developments need to provide a safe means of access which is adequate to serve the proposal and does not adversely affect pedestrian or vehicle safety. In addition most developments will require the provision of adequate car parking facilities which are well related to the development and laid out in a usable form.
- 3.14 The Local Planning Authority wishes to ensure that new developments do not create a potential conflict with the use, or proposed use, of an adjoining piece of land. For example new industrial uses may be unacceptable adjacent to existing residential areas or existing land uses may generate noise, fumes, dust or vibrations which would make an adjoining area unsuitable for residential use. Similarly it is important when considering new residential development, to avoid the conflict which can occur when residential properties are located too close to existing farm buildings. The Planning Authority will ensure that development is not allowed in isolation where it may prejudice the development of adjoining land. In these circumstances developers will be encouraged to approach adjoining land owners to seek a more comprehensive solution.
- 3.15 New development must accord with all the relevant land use proposals in the Local Plan. Repetition of criteria and cross references to other proposals (other than in the justification) have been avoided. Consequently it is necessary for all the Local Plan's proposals to be considered in deciding whether or not a proposed development is acceptable.

**LANDSCAPE PROPOSAL 1:**

**Development will be permitted provided:**

- 1) existing landscape features, such as walls, hedges and trees, will be retained and additional well designed landscaping and open space that is well related in scale and location to the proposed development will be provided in the layout of larger developments;**
- 2) the building design, scale, form and materials will contribute positively to the overall quality of the environment and be carefully related to existing and proposed development;**
- 3) the layout, design and landscaping features will discourage crime;**
- 4) it will not harm the amenities of occupiers of adjacent properties or cause a juxtaposition of incompatible uses; and**
- 5) it will not prejudice the development of adjoining land.**

**BACKLAND DEVELOPMENT**

- 3.16 Backland development often allows an underused or vacant piece of land to be brought into a beneficial use. However, it is important that this type of development does not cause an unduly adverse impact on properties neighbouring the development of their access. A substandard means of access will not be accepted solely in order to allow a development to take place.

**LANDSCAPE PROPOSAL 2:**

**Planning permission will not be approved for the development of backland, or its access if it will cause unacceptable noise or loss of amenity to the occupiers and users of the adjoining land**

**CONSERVATION AREAS**

- 3.17 ~~There are a number of areas in the Borough which have either been formally designated as Conservation Areas or where designation is proposed. These are areas which the Local Planning Authority considers to have special architectural or historic interest which it is desirable to preserve and enhance. Once designated, consent generally is required before a building or other structure can be demolished and notice must be given before a tree is lopped or felled. The Local Planning Authority has a duty to advertise applications for planning permission affecting the character and appearance of a Conservation Area, and is also required to prepare and implement schemes~~

for environmental enhancement. It is not the aim of a Conservation Area to fossilise an environment, rather to preserve that which is important and to promote design of a high standard when redevelopment becomes necessary.

~~3.18 The qualities of an older building which enable it to contribute significantly to the character of an area are not always appreciated by those who live or work in it every day. However, the demolition or alteration of such buildings can involve the loss of a public asset which may be widely appreciated. The Local Plan includes a Schedule of Significant Local Buildings many of which contribute to the character and appearance of individual Conservation Areas. Reference should be made to paragraph 4.36 and Conservation Proposal 22 if a proposed development would impact on any of the buildings set out in the Schedule in Appendix 6(b). It is also important that new development should respect and be well-related to existing properties. The Local Planning Authority will require applications for development in the existing and proposed conservation areas to include sufficient detail to enable an assessment to be made of the visual impact of the development in the context of its neighbourhood.~~

~~Where an application is made for outline planning permission, the local planning authority will require the submission of sufficient information to enable the impact of the development on the character and appearance of the conservation area to be assessed.~~

#### **LANDSCAPE PROPOSAL 3:**

**~~Development will not be permitted in, or where it would impact on, existing or proposed Conservation Areas unless:~~**

- ~~1) 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;~~**
- ~~2) Its location on the site relates well to its surroundings;~~**
- ~~3) the materials are sympathetic in colour and texture to those of nearby buildings and second hand materials are used where these are appropriate; and~~**
- ~~4) Existing landscape and built features of value are retained and original materials and elements are reused wherever possible.~~**

~~3.19 Should redevelopment of a site be appropriate, it will be necessary to ensure that unsightly gaps in the street scene are not created by premature demolition of the existing property since this could lead to subsequent pressure for unsatisfactory redevelopment to be permitted primarily to fill these gaps.~~

**LANDSCAPE PROPOSAL 4:**

**Conservation area consent to demolish an unlisted building in a conservation area will only be granted where:**

- 1) a proposal to redevelop the site has previously been granted planning permission, or an application to redevelop accompanies the application to demolish; and**
- 2) it is ensured that before demolition commences a contract for the implementation of the redevelopment scheme is let.**

3.20 Under the terms of The Town and Country Planning (General Permitted Development Order) 1995, an application is required if a householder in a Conservation Area wishes to apply stone cladding to the outside of his or her property. Several Conservation Areas in the Borough are characterised by terraces of brick built houses where the application of exterior cladding to any individual house would detract from the character of the terrace as a whole.

**LANDSCAPE PROPOSAL 5:**

**An application to permit stone and other forms of exterior cladding in a conservation area will only be approved where:**

- 1) it will not detract from the appearance and character of the individual building;**
- 2) the individual building is not part of a group which is characterised by a particular building material; and**
- 3) the character of the street scene will not be altered significantly.**

3.21 There are ten designated Conservation Areas in the Borough:<sup>1</sup>

1. Oadby Hill Top (Designated 1987)
2. Oadby Meadowcourt (Designated 1988)
3. Oadby North Memorial Homes and Framework Knitters' Cottages (Designated 1988)
4. Oadby London Road and St Peters (Designated 1988)
5. Wigston Spa Lane (Designated 1989)
6. Wigston The Lanes (Designated 1981)
7. Wigston All Saints (Designated 1977)
8. Wigston Midland Cottages (Designated 1989)
9. Wigston Bassett Ward South (Designated 1989)
10. Oadby Court (Designated 1997)

In addition, an extension to the Bassett Ward South Conservation Area is proposed to cover the area between the Leicester/Birmingham Railway line to the north and the Grand Union Canal to the south, and extending from Saffron Road and Countesthorpe Road in the west to Station Street and Blaby Road Park in the east. The amended Designation will be called the South Wigston Conservation Area. Work is also underway leading to the designation of a Conservation Area along the length of the Grand Union Canal. Detailed design guides have been prepared for each area as supplementary planning guidance.

### **TELECOMMUNICATIONS DEVELOPMENT**

~~3.22 The Local Planning Authority accepts that modern telecommunication systems are an important current form of development and that they play an important role in securing the future of high technology development both in this area and nationally. By their very nature, communications masts can be an intrusive feature in the landscape and often need to be placed on high ground, thereby emphasising their appearance. The Local Planning Authority does not wish to prevent this type of development, but it would wish to avoid a proliferation of masts in the area and would wish to encourage mast sharing wherever possible. It would also wish to ensure that masts are sited as unobtrusively as possible in the landscape. In order to obtain a satisfactory coverage, the companies concerned usually wish to locate their apparatus on prominent sites either on buildings or high ground. The Local Planning Authority has limited powers in respect of these developments but it is anxious to influence the siting and appearance of any apparatus in order to minimise the visual impact on the environment and it will wish to ensure that a proposed development is necessary in relation to the network of apparatus which is being established. Government guidance indicates that masts should be shared whenever possible and that apparatus within the urban area should normally be fixed to buildings. The Local Planning Authority will wish to work~~

---

<sup>1</sup> Factual Update: Since the publication of the Local Plan (1999) there has been a review of the conservation areas. As of July 2005 Oadby Hill Top and Oadby Meadowcourt Conservation Areas have been amalgamated, the Conservation Area is now known as Oadby Hill Top and Meadowcourt. Wigston Bassett Ward South is now known as South Wigston Conservation Area.

~~with the Telecommunications Code System Operators to ensure that the necessary apparatus is provided in the least environmentally damaging way.~~

**LANDSCAPE PROPOSAL 6:**

~~The Local Planning Authority will determine that it wishes to approve details of siting and appearance of telecommunications apparatus that a code system operator wishes to install, where:~~

- ~~1) the apparatus would have an adverse visual impact on its surroundings; or~~
- ~~2) it is not satisfied that sufficient information has been supplied about the integration of the apparatus into the network to justify the choice of site.~~

- 3.23 Whether considering details of siting and appearance following a determination under the foregoing policy, or a full planning application for telecommunications development, the Local Planning Authority will wish to ensure that the additional apparatus is necessary because there is no possibility of mast sharing or of using any existing structure or building. It will also wish to ensure that the visual impact of any telecommunications development is minimised as far as possible, and to consider any adverse impact that the structure will have on other interests of acknowledged importance, such as the protection of ecological sites and the historic environment.

**LANDSCAPE PROPOSAL 7:**

**In considering details of siting and appearance following a determination under the Landscape Policy 3, or in determining a full application for planning permission for a telecommunications development, the local planning authority will consider:**

- 1) whether the apparatus is sited, designed and landscaped so as to minimise its impact on the visual environment;**
- 2) whether all practicable alternatives involving the use of any existing mast, structure or buildings have been fully explored;**
- 3) the impact of the proposed development upon any listed building or its setting, conservation area, significant urban open space, green wedge, or site of historic, ecological or geological importance;**
- 4) the obligations on code system operators to provide a telecommunications service, and the technological and network constraints on siting and appearance;**
- 5) whether, where a mast is proposed, the provision of additional capacity could result in environmental benefits in the future.**

**ADVERTISEMENTS**

3.24 Advertisements can have a major impact on the visual environment and it is important that their appearance complements their surroundings rather than otherwise. Imaginative and carefully designed advertising can enliven the street scene but is important that it does not become overbearing and dominant to the detriment of the surrounding buildings or open spaces. On the other hand, advertisements in the countryside can be much more intrusive and can also be a distraction to passing motorists. Both here and in the urban areas such distraction can be a danger to public safety. In determining applications for express consent to display advertisements and in exercising its powers to challenge existing displays, the Local Planning Authority will ensure that any negative impact of advertisements on the amenity of an area and on public safety is avoided. Guidance can be found in Appendix 2 concerning the factors which will be considered in applying the policy set out below.

**LANDSCAPE PROPOSAL 8:**

**Express consent for advertisements will not be granted unless the advertisement:**

- 1) is appropriate in scale and design for its location, having regard to the character and appearance of the surroundings where it is to be displayed or the building to which it is to be attached; and**
- 2) will not cause a conflict with public safety.**

**SIGNIFICANT URBAN OPEN SPACE**

3.25 Within the urban areas of the Borough there are a number of areas of open land which make a significant contribution to the amenity of the environment and contribute to the quality of urban life. In several cases these unbuilt areas form significant landscape features within Conservation Areas which need to be preserved in order to retain and enhance the character and appearance of the area. In some cases the general public has access into or through these areas, while in others it is the impact on the street scene and or the views into the open space which are important Landscape Proposal 9 will apply to each of the following areas.

**The University of Leicester Botanic Gardens, Oadby**

3.26 The grounds of Beaumont Hall, Hastings House, The Knoll and Southmeade include a range of unusual and well grown specimen trees and are typical of large scale early twentieth century garden design. The University of Leicester, who owns and manages the gardens, has preserved and enhanced these arrangements which are an important academic facility as well as an ornamental feature. The extensive open area provides an appropriate setting to the listed buildings it contains and forms an essential core to the Oadby Hill Top Conservation Area. It also forms a visual link with the green wedge which butts up to the western side of the A6. The Local Planning Authority will ensure that the special character of this significant open space is protected. The application of Landscape Proposal 9 to the Botanic Gardens will maintain the special character of this open space.

**The Manor House Orchard, Wigston**

3.27 The curtilage of the Manor House extends westwards to Launceston Road, where it forms the western boundary of the All Saints Conservation Area. The survival of this open area, together with the substantial trees which have been retained around the more modern building of the Menphys Centre and Pochins Close, contributes to the semi-rural character of the Conservation Area as seen from Launceston Road. The orchard forms a significant urban open space which the Authority will wish to protect.

### **The Manchester Gardens, Wigston**

- 3.28 The survival of the Manchester Gardens as an area of open space at the heart of 'The Lanes' Conservation Area is of great value in creating a feeling of a quiet backwater in the town centre. The Borough Council has been concerned to increase the ecological diversity of hedges and verges in the vicinity of the Gardens in order to enhance the quality of the environment. The Council is also willing to consider the purchase of plots which fall vacant in order to ensure their retention as open space. Although the Manchester Gardens are surrounded by built development, except on the Chapel Lane frontage where they adjoin the Memorial Park, these buildings are largely set back from the Gardens boundary, to which they turn their backs. This factor also contributes to the sense of space felt by people who use The Lanes, the system of quiet footpaths which cross this open area right in the heart of the town centre.

### **Chicken Walk, Oadby**

- 3.29 The tree lined footpath which connects London Road and Brocks Hill Drive is an important pedestrian route in the heart of the London Road and St Peters Conservation Area. The character of this walk is enhanced by the adjoining private open space which creates the feeling of a semi-rural area in the heart of Oadby. The Borough Council would wish to ensure that any development on the adjoining land was not detrimental to the character of Chicken Walk.

### **The North Memorial Homes and Framework Knitters Cottages, Oadby**

- 3.30 These two groups of properties each form a compact, easily identifiable enclave on opposite sides of Stoughton Road, about 140 metres north of its junction with New Street. Both schemes represent an attempt to create a community with dwellings and a meeting hall laid out around an open space - a feeling enhanced by the emphasis on communal rather than private open space. These areas of communal open space in the centre of each group of buildings are critically important to the character of the Conservation Area and form areas of significant urban open space which the Local Planning Authority will wish to see protected.

### **Oadby Grange Farmhouse, Oadby**

- 3.31 The listed buildings of the Oadby Grange Farmhouse, now converted to a public house, form a free standing group close to the adjoining housing areas. The open space that fronts the building and extends south west to the A6 alongside Florence Wragg Way forms a valuable setting for the listed building and enhances its appearance. The substantial trees within the open space form a foil for the buildings and are protected by tree preservation orders.

### **OTHER SIGNIFICANT URBAN OPEN SPACES – LANDSCAPE FRONTAGES**

3.32 In addition to the locally important landscapes already identified because of their relationship to listed buildings or their significance as open space within Conservation Areas, the Local Planning Authority is conscious of the contribution which other unbuilt spaces make to the quality of the environment. Some of these open spaces, such as parks, are open to the public. Others provide a visual break in the street scene acting as ‘green lungs’ even where access is restricted. These open spaces are among the few locations within the urban fabric where large forest trees still exist.

3.33 The grounds of institutions and community uses are among the main contributors of this kind of urban space. For example, the continuous, well-treed frontages to Station Road of the Council Offices, the College of Further Education and the Schools complex create an urban landscape of considerable quality and amenity value. Similar frontage can be found in other locations in the Borough although not all are as well-treed. The Local Planning Authority would wish to see these frontage areas preserved and, where it is not the determining authority, it will make appropriate representations concerning an application in accordance with the following policy. A schedule of all the important landscape frontages is included as Appendix 3.

**LANDSCAPE PROPOSAL 9:**

**Development will not be permitted within or adjoining:**

- a) ~~The University of Leicester Botanic Gardens, Oadby;~~**
- b) ~~The Manor House Orchard, Wigston;~~**
- c) ~~The Manchester Gardens, Wigston;~~**
- d) ~~Chicken Walk, Oadby;~~**
- e) ~~The North Memorial Homes and Framework Knitters Cottages, Oadby;~~**
- f) ~~Oadby Grange Farmhouse, Oadby; and~~**
- g) ~~Other significant urban open spaces - landscape frontages listed in appendix 3,~~**
- h) ~~Which would affect adversely or diminish the present open character of these areas of significant urban open space shown on the proposals map or the contribution which they make to the quality of the townscape.~~**

**GREEN WEDGES AND COUNTRYSIDE**

3.34 People's lives are spent largely in built-up areas. However, the countryside too is a valuable resource and in the Borough much of it is under pressure for development. The County Council has consistently resisted calls to designate land around Leicester City and the surrounding urban areas as a Green Belt, arguing that this can sterilise sites that have good potential for development while diverting pressure to other, perhaps more sensitive, areas. Green Belts were formed with the specific function of keeping major centres, such as Birmingham and Coventry or Nottingham and Derby from coalescing, but Leicester stands alone, surrounded by smaller settlements, many of which had become physically joined to it before the Second World War.

**The Definition of Green Wedges**

3.35 The idea of retaining green wedges of land between settlements to prevent their coalescence has a long history, having been an informal policy as early as 1959. The previous Leicestershire Structure Plan approved in 1987 identified 14 locations for green wedges between settlements in the County. The 1994 Structure Plan Environment Policy 4 identifies further locations, but makes no change to the green wedge locations identified in Oadby and

Wigston. The Local Planning Authority strongly supports both this policy and the present Structure Plan Environment Policy 3 which states:

*'The open and undeveloped character of Green Wedge land between built up areas on the fringes of Leicester and its adjoining settlements, Loughborough, Coalville and Hinckley will be protected and wherever possible improved.*

*Planning permission will normally only be granted for agriculture, recreation, forestry, transportation routes and mineral uses, provided the development associated with these uses does not damage the open and undeveloped character of the Green Wedge.'*

- 3.36 It is the function of a Local Plan to define the boundaries of the green wedges which relate to it. In the Borough's case there are two: one in the north of the Borough separating Oadby from Leicester; the other lying between Oadby and Wigston separating them from each other and from Leicester City. The key function of a green wedge is to separate settlements and, therefore, the Local Planning Authority has only included land within a wedge where it clearly fulfils this separation function. As and when the Local Plan is next reviewed, the detailed definition of the outer boundaries of each wedge will be reassessed in accordance with the aims set out in paragraph 3.21 of the Leicestershire Structure Plan Explanatory Memorandum. In addition to protecting structurally important areas of open land that maintain the physical identity of settlements, the aims refer to the need to preserve links from the urban area to the countryside, the need to provide appropriate recreation facilities to serve urban residents and the need to ensure positive management of the green wedge environment with good public access. It is made clear that a green wedge should influence the form and direction of any outward expansion of the urban area. As its name suggests, a wedge will tend to widen out as it is extended and any new outer boundary is likely to be broadly parallel with the present adopted boundary. Should proposals for new development in adjoining districts pose a threat of future coalescence across the Local Plan boundary, the Local Planning Authority will urge the County Council to consider the need to identify further green wedge areas and make appropriate changes to the green wedge designations set out in the Structure Plan.
- 3.37 Thurnby/Leicester/Oadby Green Wedge. The wedge straddles three local authorities (this Borough, Leicester City and Harborough District) and three Local Plan Areas (for the Borough, the City of Leicester and Harborough District Local Plans), all of which are agreed on its importance. The farmland on both sides of Gartree Road, the Golf Course and the Arboretum bring the countryside surprisingly close to the Leicester City Centre, but this area is under recent pressure for development. Within the Borough the majority of the wedge is farmland of high quality (Grades 2 and 3A) and contains many mature trees and hedgerows. It is highly visible both from Gartree Road and the public footpaths crossing it which allow a wide cross-section of the community to enjoy this valuable countryside resource. Despite its accessibility, trespass does not seem to be a problem. Views into the green wedge can be particularly enjoyed from Gartree Road. However, the fields to

the north of Manor Road Extension and Copse Close have little tree cover and the edge of the built-up area is unduly prominent.

- 3.38 Oadby/Leicester/Wigston Green Wedge. This wedge comprises a variety of recreational uses at its northern end, but to the south of the B582 is mainly agricultural land of good quality which contains a high proportion of above average quality land. Public access is limited, particularly to the north of the B582, and the only public footpath crosses the wedge from Tendring Drive to Glen Gorse. However, the open land can be viewed from a wide area despite the lack of views inside the wedge of the scale that can be enjoyed in the Thurnby/Leicester/Oadby wedge. The break between Leicester and Oadby is best appreciated from Palmerston Way (the outer ring-road) and the A6. The break between Oadby and Wigston can be seen from the B582, Brabazon Road, Newton Lane and various estate roads which back on to the wedge.

#### **LANDSCAPE PROPOSAL 10: [OLP WDP]**

**The following areas shown on the Proposals Map will constitute green wedges in accordance with the Leicestershire Structure Plan Environment Policy 4:**

- (1) Thurnby/Leicester/Oadby: land north of a boundary extending along the rear gardens of The Broadway, The Fairway, Ringers Spinney, Cranbourne Gardens, Stoughton Road, Manor Road Extension and Copse Close;**
- (2) Oadby/Leicester/Wigston: land between the built-up areas north of a boundary which extends from the eastern corner of the rear gardens of Wensleydale Road, the former Newton Lane allotments, (grid reference 61789844), east-northeast by east to the stream (grid reference 62129852) and thence follows the stream to the western corner of Coombe Park recreation ground (grid reference 62969907).**

#### **~~Development in the Green Wedges~~**

- ~~3.39 The Thurnby/Leicester/Oadby Green Wedge will be crossed by the proposed Eastern District Distributor Road (see Paragraph 5.11). In addition a BUPA hospital has been built within the wedge area to the west of the road reservation and Stoughton Farm has diversified and has extended its facilities to provide a valuable recreational use as Farm World. The need for the University of Leicester to provide replacement playing fields has also been accommodated within this area of wedge. The Local Planning Authority recognises the potential recreational value of these uses in the wedge but is concerned at the impact which is being had on the nature of this area which is essentially agricultural in character. Further built development in around the BUPA hospital, which falls outside the previous agreed boundary of the built envelope, will be inappropriate since this will destroy its free standing appearance. In addition further open and green recreational uses should be~~

~~concentrated close to the urban area so that isolated pockets of agricultural land are not left surrounded by other uses and the recreational use can form a buffer between the built up area and productive farmland. It will not be acceptable for uses such as playing fields to spread haphazardly out into productive agricultural areas. The cumulative loss of high quality agricultural land is also significant. Acceptable recreational uses, which may include formal sports facilities of an open nature, will be low key in character and will only involve minor ancillary built development.~~

~~3.40 In the Oadby Local Plan a site in this wedge, adjoining the BUPA hospital, was identified to provide a new cemetery to serve Oadby. During construction of the hospital the cemetery site was used for disposal of excavated material and it is no longer suitable for its allocated purpose. A replacement site has been identified off Gartree Road (see paragraph 10.11). Although the current Structure Plan no longer refers to community uses as being appropriate within the green wedge, the Local Planning Authority considers that a lawned cemetery with appropriate landscaping and tree planting would not affect adversely the open and undeveloped character of the wedge and therefore that the use will be acceptable.~~

~~3.41 The land in the Oadby/Leicester/Wigston Green Wedge has been under constant pressure since 1959 when an appeal against a refusal to allow residential development was first made to the Secretary of State, only to be dismissed. Later appeals have consistently been rejected but pressure for residential and other development still remains. This wedge is particularly vulnerable due to its narrowness over almost its entire length, which is most noticeable on the B582 frontage. Any new development would be extremely intrusive as the field boundaries of low hedges could not act to screen it. The land rises gradually to the southeast of the B582 in Oadby and then starts to fall towards Newton Lane in Wigston, making the views into these sections of the wedge far more prominent.~~

~~3.42 The recreational uses in the northern section of the wedge are well established and help to increase public use and enjoyment of the wedge area. The Local Planning Authority recognises that from time to time the facilities enjoyed by these users may need renewal, replacement or even limited expansion if the activity is to prosper. However, such development should be in keeping with the scale and form of existing buildings and should not significantly alter the amenity value of the wedge by, for example, extending built development to areas of the wedge which are divorced from the original facilities.~~

~~3.43 There has also been pressure for development at the northeast corner of the wedge where it meets the A6. This pressure has increased with the construction of Palmerston Way which has made this section of the wedge highly accessible. Although set back from the A6 frontage, the buildings at the Racecourse are clearly visible from the road and they appear almost to close the gap between the City and Oadby. However, the open character of the A6 frontage helps to offset the narrowness of the gap by suggesting that the open~~

space continues beyond the buildings. The Local Planning Authority considers that it is imperative that the area of land on either side of Palmerston Way and adjoining the A6 should remain open as development here, by closing the A6 frontage, would put pressure on the remainder of the wedge north of the B582.

**LANDSCAPE PROPOSAL 11:**

**Development will not be permitted which would affect adversely or diminish the open and undeveloped character of the green wedge areas shown on the Proposal Map. Proposals for the development of outdoor recreational uses in the green wedge will not be permitted unless:**

—  
**1) The use will help to preserve the open and green character of the wedge;**

**2) Any built development is restricted to essential facilities which are ancillary to the recreational use; and**

—  
**3) Tree planting and small woodland planting will be incorporated in appropriate locations.**

**Planning permission will not be granted for any uses other than agriculture, forestry, recreation, transport routes or a cemetery.**

**Green Wedge Management**

3.44 If green wedges are to fulfil their separation function effectively and are also to act as 'green lungs' penetrating into the built-up areas and providing a link with the open countryside, they will need to be managed in a positive manner. The Structure Plan refers to the need to devise management plans for wedges and the Borough Council will prepare supplementary planning guidance for the green wedges which will identify the characteristic features of the different wedge areas and indicate how Landscape Proposal 11 will be implemented. The Structure Plan defines several types of land use which are acceptable within green wedge areas including recreation and agricultural uses. The former allows recreational facilities to be provided within easy reach of urban residents, while the latter fulfils a particularly valuable role because of the open view across the farmland and the public footpaths which traverse it. Much of this farmland is of a high agricultural grade and Conservation Proposal 14 (see paragraph 4.27) will apply to agricultural land within the wedges where appropriate. Wedges do not necessarily have to have a high landscape value; the critical factor will be the retention of the predominantly open and non-urban appearance of the land.

3.45 The Borough Council has purchased an area of 37ha of farmland south of the B582. On the northern part of this area, adjoining the road, the Council has developed the Parklands Leisure Centre. The extensive landscaped areas

around the Centre which have substantial tree planting will help to reduce the impact of this development on the green wedge. The Borough Council intends to prepare a management plan for this area in order to ensure that the amenity value of the green wedge is maintained and enhanced. The management plan will also explore the options for the eventual public use of this area (see paragraph 9.18).

- 3.46 In a number of locations the character of the green wedge could be enhanced by planting and landscaping schemes designed to soften the edge of the built-up area. Within the Oadby/Leicester/Wigston wedge the boundary adjacent to the water reclamation works and the Borough Council's depot site requires treatment to improve its appearance, particularly when viewed from Shenley Road. Screening is already provided to the eastern boundary of this area by trees between these areas and the Rugby Club. A similar treatment, using large native species of trees, could be successful on the remaining boundaries.

**LANDSCAPE PROPOSAL 12: [OLP]**

**A tree planting scheme to improve the boundary of the green wedge adjacent to the water reclamation works and the Borough depot will be prepared and implemented by the Local Planning Authority.**

- 3.47 Along the boundary of the wedge between Hidcote Road and Tilton Drive, houses are clearly visible. This lessens its landscape value and possibly increases pressure for development as the land never appears truly rural. The rear gardens of The Oval, however, form a better transition between town and country and the boundary of the wedge adjacent to The Meadows shows what can be achieved in a relatively short time by planting along a corridor of land. Houses can be glimpsed but are not clearly visible, thus the land beyond quickly feels rural despite being close to the built-up area. A scheme of this sort could do much to increase the landscape value of the wedge, as could the introduction of a land management agreement. The Borough Council will prepare a tree and hedge planting scheme for the section of the green wedge which it owns and will encourage other landowners to follow suit.

**LANDSCAPE PROPOSAL 13: [OLP]**

**The Local Planning Authority will enhance and improve the appearance of the built edge of Oadby between Hidcote Road, Belper Close, Oxted Rise, Broxfield Close, Briar Meads and Tilton Drive by a scheme of tree and hedge planting in the Oadby/Leicester/Wigston green wedge.**

- ~~3.48 Along part of the boundary between the Meadows Estate, Wigston and the green wedge a grassed walkway has been provided which separates the residential properties and the adjoining farmland. Tree and hedge planting~~

along this corridor has ensured that houses can only be glimpsed from the wedge and has softened the sharp transition between the urban and rural landscapes. The Local Planning Authority will seek to extend this corridor northwards along the edge of the residential area to Tendring Drive where the walkway would connect to a public right of way across the wedge and on to the land south of Parklands (see Recreation Proposal 23). This will enhance the boundary of the wedge and improve public access to it.

3.49 The Oadby/Leicester/Wigston green wedge incorporates a number of sites which have an ecological value including both areas of unimproved meadow and areas of wetland (see paragraph 4.12). Management plans for the wedge will need to have regard to the important role which these sites can play in maintaining biodiversity in the Borough.

3.50 The Thurnby/Leicester/Oadby green wedge will be crossed by the Eastern District Distributor Road. This development will not conflict with Structure Plan Environment Policy 4 which envisages transport routes crossing green wedges. However, it will be necessary for the road to be designed sensitively in order to minimise its impact on the landscape. The Local Plan also envisages that new playing fields will be provided within this wedge. These uses will all benefit from the incorporation of substantial tree planting proposals which will help to provide a buffer between themselves and the adjoining residential areas.

3.51 In 1987 the Local Planning Authority permitted the development of a BUPA hospital in the area of green wedge adjoining Gartree Road to the west of the proposed route of the Eastern District Distributor Road. This permission was subject to a legal agreement that the built area, including any future extensions, would be limited to a specified envelope within an extensive open area in order to reduce the impact of the development on the green wedge. At present, this surrounding open area is farmed. Following the construction of the Eastern District Distributor Road or if the agricultural use ceased, the Local Planning Authority would wish to see a positive management programme adopted for this open land and it would encourage additional tree planting, both to reduce the impact of the hospital on the wedge and to shield it from the new road.

3.52 Stoughton Farm Park has proved a successful venture in ensuring the beneficial reuse of the existing buildings, some of which are listed and others of which are scheduled as being of local historic and archaeological interest (see Conservation Proposal 22). The lodges to the former Stoughton Grange stand on the edge of an area of parkland and formal gardens laid out in the eighteenth and nineteenth centuries. This setting is fundamental to the historic function of the buildings and contributes to their understanding, as well as being intrinsically attractive. Any operation which would remove, damage or obscure the original features of the landscape would be inappropriate. Any further development proposed at the Park should continue to respect the quality and setting of the buildings, its green wedge location, and the value of the area of historic landscape identified on the proposals

map. The section of the Eastern District Distributor Road between Gartree Road and Stoughton Lane lies almost completely within the City of Leicester Local Plan area. However, the road reservation does impinge on this area of historic landscape and the Borough Council will press for the design and landscaping of the road scheme to respect the importance of this area.

**LANDSCAPE PROPOSAL 14: (OLP)**

**Within the area of historic landscape, extending over 24 ha (60 acres) north of Gartree Road, development will not be permitted which would prejudice the restoration, maintenance or enhancement of the historic landscape features.**

**DEVELOPMENT IN THE COUNTRYSIDE**

3.53 In the Leicestershire Structure Plan Key diagram, all land outside the built up areas and the green wedges is shown as countryside. All open land in the Local Plan area which is defined as countryside is shown on the Proposals Map. This notation includes areas of existing and proposed recreational land such as public parks and playing fields which lie outside the built up area and where development would need to conform to countryside policies.

**LANDSCAPE PROPOSAL 15:**

**The Local Plan proposals relating to development in the countryside will apply to all those areas defined as countryside on the Proposals Map.**

3.54 There is relatively little countryside within the Local Plan Area and it is vulnerable to pressures for development, particularly close to the built-up area. PPG7 stresses the continuing need to safeguard the countryside for its own sake, while still accommodating development which can 'both benefit economic activity and maintain and enhance the environment'. The Leicestershire Structure Plan Strategy Policy 4 sets out the broad scope of how this is to be achieved. In addition, the Structure Plan Environment Policy 5 indicates that Countryside Policies also have a role to play in ensuring the separation of settlements. The hamlet of Kilby Bridge is the only rural settlement in the Borough and the visual appearance of the countryside, which lies between it and the built up area of Wigston, is an important factor in maintaining its character and separate identity.

3.55 One of the greatest threats to the countryside landscape is piecemeal development of residential and commercial buildings or uses which gradually erode the open character of the land. Because of the importance of retaining a clear division between urban and rural land, the Local Planning Authority believes that development within the area defined on the Proposals Map as countryside should only be permitted if it meets clearly defined criteria designed to prevent this gradual loss of visual quality. Development which is required to benefit the rural economy and to allow farm diversification must be

designed so as to blend into the rural landscape and must not result in a pattern of scattered buildings. The Local Planning Authority accepts that riding stables, kennels and some recreation and sports uses may be appropriate uses in the countryside provided that they are sensitively located and only involve limited small-scale built development. However, these types of development, which may be acceptable individually, can have a cumulative impact which is very damaging to the appearance and character of the countryside. In order to protect the natural beauty and the amenity of the limited areas of open countryside within the Local Plan Area, new development outside the limits of development around the existing settlements will be strictly controlled.

**LANDSCAPE PROPOSAL 16:**

**Planning permission will not be granted for new buildings or structures in the countryside unless:**

- 1) the development is essential for the purposes of agriculture within the unit or is a limited sensitive small scale development required for an employment or leisure use which will sustain or improve the rural economy and which cannot be provided within or adjacent to an existing settlement; and**
- 2) The development will be sited in association with an existing dwelling or group of buildings and be of a similar scale;**
- 3) The development will be designed to blend with its surroundings and will not have a detrimental impact on the character or appearance of the countryside either individually or cumulatively.**

3.56 PPG7 indicates that new dwellings will not normally be appropriate in the open countryside unless there is a special justification such as for an essential new agricultural dwelling to enable a farm worker to live at or close to their place of work. In deciding whether or not a new agricultural dwelling is necessary, the Local Planning Authority will wish to establish through the means of an agricultural appraisal that the farming enterprise is financially viable and that there is satisfactory evidence both that the new dwelling is needed for the proper functioning of the unit and that it is essential that the dwelling is provided on-site so that the occupier can be available at all times. The Authority will also have regard to the availability of accommodation in nearby settlements. If a new dwelling is justified the Authority may also wish to ensure, by the use of conditions, that the additional dwelling is not sold off subsequently as a free-standing residential property or as a non-viable smallholding. It may also be appropriate for the Authority to place occupancy conditions on any other dwellings on the unit which are in the control of the applicant. Where a dwelling is proposed to serve a new agricultural activity, consent will only be granted for a temporary structure in the first instance. The applicant will be expected to demonstrate that the business will be financially

sound and that there is a clear intention to proceed. In appropriate circumstances the Authority may wish to include a condition that the enterprise must be established prior to the dwelling being occupied.

**LANDSCAPE PROPOSAL 17:**

**Planning permission will not be granted for a new permanent dwelling in the countryside unless:**

- 1) it is essential for the proper functioning of an agricultural unit;**
- 2) the dwelling is needed to accommodate a person who is wholly or primarily employed in agriculture;**
- 3) both the unit and the activity that necessitates the need for the dwelling have been established for not less than 3 years, and their future viability can be demonstrated;**
- 4) the Local Planning Authority is satisfied that suitable alternative accommodation does not exist elsewhere;**
- 5) it is restricted by its initial design, and by the imposition of a condition to limit future extensions, to a size that is appropriate to the established needs of the unit;**
- 6) a condition is imposed limiting occupancy to agricultural and like workers.**

**Where the dwelling is to serve a new agricultural activity, it will only be permitted if:**

- 7) criteria 1), 4) and 6) above are met;**
- 8) the dwelling is a caravan or similar temporary structure;**
- 9) it can be demonstrated that there is an intention to develop the enterprise and that it is founded on a sound financial base;**
- 10) the proposed location would be appropriate for a permanent dwelling;**
- 11) a condition is imposed limiting the permission to a period of no longer than 3 years.**

3.57 When agricultural and other rural buildings are no longer required for their original purpose conversion to residential uses, although the most frequently proposed solution, is much less appropriate since this can result in the greatest change both to the fabric of the building and to its immediate

surroundings. Conversion to uses such as craft workshops, business uses of a light industrial type or a leisure or tourism use will normally have less visual impact and this type of use will also be more successful in diversifying activities in the countryside and stimulating the rural economy. PPG7 (The Countryside Environmental Quality and Economic and Social Development) paragraph 3.14-3.17 and Annex G set out detailed guidance about the reuse of buildings in the countryside. Conversion schemes should also have regard to ecological considerations such as the preservation of habitats of bats and barn owls (both of which are protected by the Wildlife and Countryside Act 1981).

**LANDSCAPE PROPOSAL 18:**

**Planning permission will be granted for the change of use or adaptation of an existing rural building for an employment or leisure use provided:**

- 1) the building is of a permanent and substantial construction;**
- 2) the form, bulk and general design of the building is in keeping with its surroundings;**
- 3) if the building is in the open countryside, it is capable of conversion without major or complete reconstruction; and**
- 4) the environmental and traffic impacts of the development can be controlled satisfactorily by condition.**

**A change of use for residential purposes will not be permitted, unless the Local Planning Authority is satisfied that the applicant has made every reasonable attempt to secure business reuse or the residential conversion is a subordinate part of a scheme for business reuse which the authority is satisfied will proceed.**

**AREAS OF LOCAL LANDSCAPE VALUE**

**Waterside Meadows in the Sence Valley**

3.58 Within the rural part of the Borough there are a number of areas which have a local landscape value because of the attractiveness of the landscape itself. The Local Planning Authority is anxious to ensure that the individual character of these sensitive areas is taken into account should proposals for development be brought forward. However, it has identified the waterside meadows of the Sence Valley as an Area of Local Landscape Value, worthy of additional protection beyond that afforded by Landscape Proposals 16-18.

~~3.59 The areas of low lying water meadows which are located on either side of the River Sence, to the south of South Wigston, and along the corridor between the river and the canal, south of Wigston, form an area of attractive and~~

important local landscape character. The historic interest of the canal, together with the ecological importance of the watercourses and the many views into the area, combine to make this landscape particularly important. The area is largely composed of essential washland which is prone to flooding on a regular basis (see paragraph 4.19) and this has been a major factor in the retention of a water meadow landscape. Reference is made in Chapter 9 to the recreational role which this area could play. At present one public footpath crosses the area and the canal towpath provides views into the area along its length. Opportunities may exist for increased public access to the area while also diversifying farm income. However, this would have to be undertaken in such a way as to retain the essential character of the area. Any small scale commercial or leisure developments would also need to comply with the general countryside policies and Conservation Policy 9 which relates to Washland development. The Countryside Commission has developed a countryside stewardship initiative which will provide grant aid to suitable schemes designed to conserve the traditional waterside landscape and which will grant aid increased public access. The Local Planning Authority would wish to support this initiative as a means of enhancing the character of this landscape area.

**LANDSCAPE PROPOSAL 19:**

**Development within the area of local landscape value will not be permitted if it would adversely affect the area's intrinsic visual characteristics or the contribution that it makes to the setting of the canal.**

**DESIGN OF THE URBAN EDGE**

3.60 The Local Planning Authority agrees with the County Council that management plans should be prepared for all green wedge areas. It also believes that certain areas of countryside would benefit from this approach. Such plans would have to be prepared with the agreement of the relevant landowners and the benefit of advice from bodies such as the Countryside Commission. A countryside management project is now under way for the urban fringe area around Leicester and the surrounding urban communities and the Countryside Commission has given grant aid to the project. In order to maintain and enhance the quality of the countryside and the green wedge environments, the Local Planning Authority has proposed a number of tree planting schemes.

3.61 It is important to ensure that any future development at the edge of the urban area should not have an unacceptable visual impact on the adjoining open land both when viewed from close by and when viewed from a distance. The design of phase 3 of the Meadows housing development, where it abuts the Green Wedge, illustrates what can be achieved with proper forethought. Large scale developments such as the greenfield housing allocations set out in Chapter 6 should be carefully designed and landscaped so as to minimise the impact on the wider countryside. However, Landscape Proposal 20 will be

~~applied more flexibly to smaller scale developments such as those in the urban area which adjoin the countryside. Any proposed development which lies outside the existing or planned urban edge would also have to accord with the Countryside protection policies set out in paragraphs 3.53-3.57.~~

**~~LANDSCAPE PROPOSAL 20:~~**

**~~Planning permission will not be approved for development at the edge of the urban area unless:~~**

**~~(1)The development is designed so as to minimise the visual impact on the surrounding countryside; and~~**

**~~(2)Block tree planting or an equivalent landscape buffer is provided.~~**

- 3.64 Considerable publicity has recently been given both to the new National Forest, which will impact on the northwest of the county, and to community forests. The Forestry Commission has recently stated that additional grant aid may be available for woodland planting in selected area designated as Community Woodland locations on condition that public access is provided to the new woodland. The Local Planning Authority is keen to see further tree planting in the Borough and believes that the urban fringe within the Local Plan Area would be a suitable location for a Community Woodland, as it lies within a distance of 5 kilometres from the built-up area and there are no significant woodland areas which are locally accessible. Both the green wedges and the countryside will provide suitable locations.

## **4. CONSERVATION OF ENVIRONMENTAL RESOURCES**

### **INTRODUCTION**

- 4.1 The conservation and management of resources is a cause for increasing concern as rising living standards and increasing demand for goods and services have placed more and more pressure on the finite environmental stock. The Forum for a Better Leicestershire has produced a County State of the Environment Report (March 95) and the Borough Council is now working towards a state of the Environment report for the Borough as part of its work towards Local Agenda 21. However, the Local Planning Authority has monitored some categories of environmental resources for a number of years and proposals have been included in the adopted Local Plans for Wigston and for Oadby which seek to protect critical environmental capital such as Sites of Special Scientific Interest and Listed Buildings.
- 4.2 This chapter of the Local Plan is concerned to identify those elements of environmental stock which may be protected through the medium of Local Plan proposals and through the operation of development control decisions. In some instances it may be appropriate to protect a specific site because it forms a significant natural or cultural asset which is irreplaceable. In other cases it may be possible for development to be approved provided appropriate precautionary or remedial measures are undertaken to limit environmental damage. In some circumstances the Local Planning Authority will need have available quite specific information about a site before any decision can be made.

### **OBJECTIVES**

- 4.3
- To protect and enhance the biodiversity of the Borough.
  - To ensure that new development does not impact adversely on areas which have a nature conservation value because of their ecological or geological interest.
  - To protect and improve the quality of the physical environment.
  - To encourage energy efficient design of built development in order to reduce CO2 emissions.
  - To ensure that new development does not impact adversely on surface or ground water resources.
  - To protect the best and most versatile agricultural land.
  - To protect the cultural heritage of the Borough which survives in archaeological remains and in buildings with an architectural or historic interest.

### **NATURE CONSERVATION**

- 4.4 Within both the urban and rural areas of the Borough, there are a number of areas and specific sites that have an environmental value which makes them of particular significance. These range from locations where the discovery of archaeological artefacts suggests that there may be some hidden merit to the

landscape, to sites such as the Grand Union Canal, which has a national ecological significance as well as a local historic value.

### **The Grand Union Canal**

- 4.5 In the south of the Local Plan Area the Grand Union Canal forms a visible reminder of the industrial past. Turnover Bridge, on the Borough boundary with Harborough District, is a listed building. The landscape through which the canal threads its way westwards from the bridge has been protected by the railway line to the north from encroaching residential development and it retains its pleasant rural character, with the feeling of a bygone age, until the edge of South Wigston is reached at Ervin's Lock. The towing path of the canal is a public right of way and access to it is possible at four points within the Local Plan Area. The designation of a linear conservation area to preserve and enhance this historic feature is under consideration and Landscape Proposal 3 will apply both to developments proposed for the Canal and to developments on adjoining land which will impact on it.
- 4.6 The canal side settlement at Kilby Bridge and the southern edge of South Wigston, where built development reaches the edge of the canal, are areas where the greatest environmental improvements are possible although the Local Planning Authority would wish to see improvements to the whole length of the towing path and to other canal structures (see Recreation Proposals 18, 19 and 20).
- ~~4.7.1 Over the last two centuries the ecology of the Canal has developed so that it is now a major nature conservation resource. The Canal forms parts of a cruising ring and the intermittent passage of boats maintains a clear channel and ensures that the canal will not gradually silt up. However, too many boats could damage the canal margin habitat. Because of its importance as a wetland site the Grand Union Canal, from its junction with Welford Road eastwards across the Plan boundary into Harborough District is scheduled as a Site of Special Scientific Interest (SSSI) as is the flooded area of the former Kilby Bridge Quarry (also known as the Lime Delves) and its surroundings. Both the SSSI itself and the surrounding area, within which development might materially affect the SSSI, will be protected from inappropriate development. An environmental impact statement will be required for any development which the Local Planning Authority considers could have a damaging impact on the SSSI.~~

**CONSERVATION PROPOSAL 1:**

**~~The Local Planning Authority will not permit any development that may destroy or adversely affect the Site of Special Scientific Interest shown on the Proposals Map either directly or indirectly unless there is an overriding national need which outweighs the scientific interest and there is no other site suitable for that particular purpose. An environmental assessment of the impact of any proposed development on the Site of Special Scientific Interest will be required.~~**

~~4.8 Kilby Bridge Quarry is valuable both for the water and water margin vegetation and for the insect and other life which it supports. It acts as a biodiversity 'reservoir' for the adjoining canal providing a haven for species which are disturbed by canal traffic. The adjoining land area stretching up to the railway, which provides a home for overwintering invertebrates, is also part of the SSSI. The Borough Council is concerned to ensure that the existing high quality of this area is maintained and will wish to work with the landowner to develop a Local Nature reserve on the 3.5 hectares of the SSSI which adjoin the canal.~~

**CONSERVATION PROPOSAL 2:**

**~~The 3.5 hectares of land at Kilby Bridge Quarry, which form part of the Site of Special Scientific Interest, will be developed and maintained as a Local Nature Reserve.~~**

~~4.9 The stretch of canal extending westwards from Welford Road towards South Wigston and Blaby District has been designated by the County Ecologist as being of District Level ecological value. Because of its proximity to the urban area it has a heavier recreational use, particularly by walkers and by fishermen and this is something the Borough Council wishes to encourage. In addition a small number of residential moorings have been established at Kilby Bridge. However, the canal's District Level ecological value is also important since it is one of only five sites of this quality in the Borough.~~

**CONSERVATION PROPOSAL 3:**

**Development will not be permitted within or adjoining the canal corridor which would:**

- 1) Adversely affect its historic character or would conflict with Landscape Proposal 3;**
- 2) Adversely affect its ecological value unless an overriding national or local need can be shown; or**
- 3) Detract from its present rural character.**

**Residential moorings will not be permitted if there is any restriction or obstruction of the canal towpath.**

**Sites of Ecological Interest**

4.10 In addition to the Grand Union Canal there are four other ecological sites which are significant at District level and 28 sites which have a parish level significance. Most of the identified sites are located in the rural areas of the Borough but there is emerging evidence of the importance of urban green spaces. The Borough Council has commissioned a survey of these urban areas, in order to establish their value, following on from the discovery that the derelict railway triangle area in South Wigston was ecologically important.

4.11 At the heart of the railway triangle is an area of unimproved grassland which still shows its medieval ridge and furrow pattern and which has not been disturbed since the land was enclosed by railway lines. An area of wetland lies immediately to the north of the grassland and an area of old railway sidings, which is developing a heathland habitat, lies to the east. This corner of the railway triangle, within which a wide range of species has been identified, has been graded as a site of District level ecological value. The rest of the triangle provides a variety of different habitats where different plant associations are developing. The whole area was originally allocated for employment use, but the area identified as having a District level value has now been excluded from the allocation. Because of the overriding local need the less important areas have still been identified for development (see Employment Proposal 5). However, it is important that the District level ecological site should be protected as far as possible from any adverse impact.

4.12 The land purchased by the Borough Council south of Parklands also includes the Lucas Marsh Local Nature Reserve. This marshy area to the south of Hidcote Road has been identified by the County Ecologist as a site significant at District level. This is the most important ecological site in Oadby, supporting a range of plants and small animals not found elsewhere. The site is leased to and managed by the Leicestershire and Rutland Wildlife Trust. When the surrounding land is opened up for wider public access it will be important to ensure that pressure on the Nature Reserve does not increase.

4.13— There are two other ecological sites significant at district level in the Local Plan Area. These are an area of marshy grass land which adjoins the canal to the southeast of Clifton's Bridge, and Navvies Pit, a flooded working adjoining the railway just to the south of Barford Close. These sites merit additional protection because of their ecological diversity.

**CONSERVATION PROPOSAL 4: [WDP]**

**Development, including that on adjoining land, which would damage or destroy the ecological value of the district level sites and local nature reserves shown on the proposals map, will not be permitted unless:**

- 1) An overriding national or local need can be demonstrated;**
- 2) The disturbance to the site is minimised and its ecological value is conserved as far as possible; and**
- 3) The biodiversity of the Local Plan area is maintained by the provision of similar replacement habitats.**

4.14— A number of ecological sites have been identified in the rural areas of the Borough, some of which penetrate the urban area. It is probable that the future survey work will identify further sites within the area covered by the Local Plan. The Local Planning Authority considers that all ecological sites identified in the Local Plan Area have a significant value because of the limited number and range of sites available and it will wish to ensure that the ecological diversity of sites is preserved and enhanced as far as practicable. These sites are listed in Appendix 4 of the Local Plan. The following general policy will apply Borough wide.

**CONSERVATION PROPOSAL 5:**

**Applications for development which could damage the ecological interest of a parish level site will not be permitted unless:**

- 1) The disturbance to the site is minimised and its ecological value is conserved as far as possible; and**
- 2) The biodiversity of the Local Plan Area is maintained by the provision of similar replacement habitats.**

4.15— There is a growing concern that changing patterns of land use and continuing demands for development are placing an unacceptable pressure on a number of plant and animal species. Schedules 1, 5 & 8 of the Wildlife and Countryside Act 1981, as amended, and the Badgers Act 1992 have identified those species which are now protected by law. The EC Habitats and Species Directive 92/44 EEC also requires the UK Government to protect such species. The Local Planning Authority will consult with English Nature prior to

determining any application where there is a known or suspected threat to a protected species. The Authority will also seek to ensure that, in those circumstances where development is permitted which could have an impact on a protected species, any adverse impact will be minimised. Suitable mitigation measures, to minimise the adverse effects of the development, will be required either through the use of planning conditions or by the use of a planning obligation.

**CONSERVATION PROPOSAL 6:**

**Planning permission will not be approved for development which would have an adverse effect on any species protected by law unless provision is made, either through the use of planning conditions or by the use of a planning obligation, to ensure that the species is protected satisfactorily both during and following the implementation of the development.**

**Sites of Geological Interest**

4.16 Kilby Bridge Pit (also known as Fishpond Pit and Mason's Delph), which lies north of the railway line, at grid reference SP612971, has been identified as a Regionally Important Geological Site (RIGS) and as a geological site of County level significance. This pit is a former limestone quarry and is flooded at the bottom. The steep sides of the pit contain an exposure of Blue Lias Limestone which is of regional value because of its accessibility. There is an aquifer link with the Site of Special Scientific Interest to the south of the railway line so care needs to be taken that no contamination of the flooded pit occurs through tipping or any other activity. The landowner will be encouraged to provide access to the pit for the purposes of study and research.

**CONSERVATION PROPOSAL 7: [WDP]**

**The Local Planning Authority will not permit development in or adjoining the site of geological interest at Kilby Bridge Pit, identified on the Proposals Map, unless:**

- 1) An overriding national need can be shown; or**
- 2) A suitable substitute site of equal or greater value is provided;  
or**
- 3) It will not adversely affect the conservation of the geological exposure; and**
- 4) It will not impact adversely on the aquifer or the nearby Site of Special Scientific Interest.**

## **NATURAL RESOURCES**

### **Energy Efficient Development**

4.17—The Borough Council is concerned that in the interests of the environment all new development, including the conversion of existing buildings, should take place with a greater emphasis on energy management and the need for energy efficiency and conservation. Many ways of improving energy efficiency lie outside the field of planning control. However, the planning system can also encourage energy efficiency by ensuring that new developments are designed, through their orientation and aspect or choice of house type, to conserve energy (PPG12 paragraph 6.16). This can be achieved both by designs which reduce heat loss, by for example reducing window areas in exposed frontages, and by maximising the potential for passive solar gain by positioning the primary windows to catch the sunlight. In new housing developments energy can also be conserved by a careful choice of house type and by designing the estate so as to encourage more energy efficient forms of transport such as walking, cycling and bus travel. The potential for designing energy efficient layouts will vary with the scale of the development but the Local Planning Authority agrees with Leicestershire Structure Plan Strategy Policy 8 on energy and is anxious that this factor should be one of the design parameters wherever possible.

4.18—Considerable interest has developed recently in the role which renewable energy sources can have in meeting the total energy needs of the country. The Local Planning Authority recognises the general environmental benefits, particularly in reducing atmospheric emissions, which can result from increasing the use of these non fossil fuel resources and would wish to support their use provided that this did not cause harm to other interests of acknowledged importance in the local environment. However, within the Local Plan area the opportunities for the utilisation of renewable energy will largely be limited to small scale, householder schemes, because of the urbanised character of the Borough. Reference has already been made (paragraph 4.17) to the need to maximise the potential for passive solar gain. The recent planning study on renewable energy resources in the East Midlands indicated in the Leicestershire County Report that this was the single most effective potential source of renewable energy in Leicestershire. However, with improved technology solar panels and small wind turbines could become more economically attractive. Where planning permission is required the Local Planning Authority will have regard to the following policy.—

**CONSERVATION PROPOSAL 8:**

**Planning permission for renewable energy installations will be approved provided:**

- 1) They would not damage a building or area of acknowledged environmental sensitivity as set out in the local plan.**
- 2) They would not have a significantly detrimental impact on the character of an area or on the visual environment; and**
- 3) They would not be detrimental to the amenities of the occupiers of nearby residential properties.**

**Surface Water Drainage**

4.19 The Environment Agency and the Local Planning Authority considers it essential that washland areas along the Sence Valley be protected from development which could impede the movement of floodwater or reduce the flood retention capacity of the land. Development in the upper parts of a catchment can have a significant impact on areas further downstream by increasing surface run-off (see below). However, where development is proposed within a washland area it could increase flooding problems in other areas by reducing the flood retention capacity of the valley flood plain. For this reason the valley bottom land of the River Sence has been designated as essential washland.

**CONSERVATION PROPOSAL 9:**

**Within the area of essential washland shown on the Proposals Map, any development which would be likely to reduce the capacity of the floodwater retention area, or could impede the flow of flood water, will only be permitted if the Local Planning Authority is satisfied that works will be carried out to prevent any such effect being caused by the development.**

4.20 The River Sence is designated as a main river under drainage legislation but the capacity and flow characteristics of the various brooks which feed into it and of those brooks which drain northwards in the area of the City are also of great importance. Generally these brook courses are of limited capacity and in times of heavy rain can quickly rise to bankfull. The surface water discharges from new development must therefore be balanced so as to maintain the existing rate of discharge to brooks if flooding is to be avoided. Alternatively other mitigation measures maybe undertaken to the satisfaction of the Local Planning Authority in consultation with the Environment Agency. The Local Planning Authority considers that the potential to modify brook courses as an alternative means of dealing with an increased rate of surface water discharge is limited within the Local Plan Area.

**CONSERVATION PROPOSAL 10:**

**~~Provision must be made in all major new developments to ensure that surface water discharge after development is balanced to the rate of run-off existing before the development takes place.~~**

~~4.21 In several areas in the Borough the brook courses are liable to flood after severe rainfall, in some cases because the channel down stream has been constricted or has not been satisfactory maintained by the owner. In areas at risk from flooding, but for which adequate flood risk information is unavailable, applications for planning permission must be accompanied by a technical investigation to evaluate the extent of the risk. The Borough Council will assess the information, in consultation with the Environment Agency, before determining whether development can be accommodated without aggravating the flood risk.~~

**CONSERVATION PROPOSAL 11:**

**~~Development will not be permitted which would be at risk from flooding or which would increase the flood risk downstream.~~**

~~4.22 New development can have a negative impact on the quality of the water environment. Pollution of groundwater or water courses arising from discharges from the development is controlled by the Environment Agency. However, the Local Planning Authority will wish to reduce the risk of groundwater or watercourse pollution and will liaise with the Environment Agency about relevant planning applications. Where water courses are affected by new developments the Borough Council will wish to ensure that the watercourse is retained in a manner which would not damage its ecology.~~

**CONSERVATION PROPOSAL 12:**

**~~Development will not be permitted which would adversely affect the quality and ecology of water courses or ground water.~~**

**Derelict and Unsightly Land**

4.23 Although the Borough overall has an attractive and pleasant environment, there are small areas of derelict and unsightly land which have a detrimental effect on the visual amenity of a locality. The Leicestershire County Council has published a Leicestershire Derelict Land Strategy within which it has identified derelict sites within the Borough totalling 36 ha in area. These range from relatively large areas, such as the Railway Triangle in Wigston, to quite small areas. Several derelict sites have an important ecological or geological value, while others could be suitable for redevelopment or open space uses. Appropriate proposals for individual sites are included elsewhere in the Local Plan.

- 4.24 Where sites are left uncared for and buildings are left vacant, there can be considerable loss of visual amenity, particularly when this occurs in or adjoining residential areas or in the town centres. The Local Planning Authority will encourage the reuse of vacant and underused plots and will take appropriate steps under Section 215 of the Town and Country Planning Act 1990 should a site remain a problem.

### **Unstable and Contaminated Land**

- 4.25 A number of sites in the Borough have been tipped in the past, thus creating potentially unstable conditions. Where sites of this type are proposed for development, they may require special remedial measures both to deal with ground instability and to deal with potential contamination from tipped material. The Local Planning Authority will consult with the Environment Agency, which monitors these sites as the Waste Regulation Authority, on all applications for development within the prescribed radius of 250 metres of known tipped locations. However, these are not necessarily the only sites which could be affected. The responsibility for determining the nature and extent of the constraints which may affect the site lies with the developer and the Local Planning Authority will wish to ensure that adequate information on site conditions is supplied with any application. Applicants are advised to consult the Local Planning Authority at an early stage where instability or contamination could be a cause for concern.

- ~~4.26 Tipped land and its environs may be contaminated in a variety of ways including by the generation of methane gas. Other land may be contaminated by the use to which it has been put and it is the developer's responsibility to establish whether this is the case. As with unstable land, remedial measures may be necessary to make a site safe for development and the Local Planning Authority would wish to be satisfied by the applicant that this could be done before determining an application. Redevelopment of contaminated land can also have an impact on ground water and surface water. The Local Planning Authority will liaise with the Environment Agency and other relevant advisory bodies in order to ensure that any risk is adequately addressed. The Council might also wish to impose conditions to ensure that, where appropriate, long term monitoring of the site is undertaken and that future development is satisfactorily controlled. There is one site in the Borough known to be generating methane to a significant extent and this site, which lies south of Harrison Close in South Wigston, is indicated on the Proposals Map. Development on or adjoining this site will only be permitted if the Local Planning Authority is satisfied that it is safe to do so.~~

**CONSERVATION PROPOSAL 13:**

~~Throughout the Local Plan Area, development will only be permitted on land which is or may be unstable, contaminated, or generating landfill gas, where the Local Planning Authority is satisfied that the actual or potential risk can reasonably be overcome. Appropriate conditions will be attached to any grant of planning permission to ensure that satisfactory measures are undertaken to safeguard the development, its area and adjoining land, including watercourses and aquifers.~~

**Agricultural Land**

~~4.27 Most of the undeveloped land in the Local Plan Area is in agricultural use. Both national and strategic guidance seek to protect the best and most versatile agricultural land from irreversible development and this position is supported by the Local Planning Authority. In Leicestershire, Grade 1, Grade 2 and Grade 3A agricultural land fall within this definition. The use of the best and most versatile agricultural land for any form of development not associated with agriculture or forestry will not normally be permitted unless there is a sufficiently strong case for the development of the site to override the need to protect this type of land or it will be practicable to restore the land to at least a near equivalent quality. Where development of agricultural land is necessary it should always be directed to the lowest quality land available. In PPG7 Annex B the grades of land are defined briefly as follows:~~

~~*B2 The best and most versatile agricultural land falls into grades 1 and 2 and 3a. This land ranges from excellent (grade 1) to good quality (grade 3a) and is the most flexible, productive and efficient in response to inputs. It is thus best suited to adapting to the changing needs of agriculture.*~~

~~*B3 Land in grade 3b is of moderate quality with lower yields and/or a more restricted cropping range. Grades 4 and 5 are poor and very poor quality land with severe or very severe limitations respectively.*~~

**CONSERVATION PROPOSAL 14:**

~~Development proposals resulting in the loss of grade 1, 2 or 3a agricultural land will not be permitted unless it can be demonstrated that:~~

- ~~1) there is an overriding need for the development; and~~
- ~~2) an alternative site on previously developed land, within an existing developed area, or on agricultural land below grade 3a does not exist; and~~
- ~~3) where a proposal satisfies the tests in sub-clauses 1) and 2) above, an alternative site within, first, grade 3 and second, grade 2 is not available.~~

**CONSERVATION OF THE CULTURAL HERITAGE**

**Protection of the Archaeological Heritage**

4.28 The Local Plan area contains the archaeological remains of human activity from all periods of the past. Some evidence of this can be seen in today's built and rural landscapes but significant evidence lies concealed below ground. The known sites of Archaeological Interest are registered on the Leicestershire Sites and Monuments Record maintained by the Archaeological Survey section of the Leicestershire Museums, Arts and Records Service, who should be consulted for updated information in the light of their on-going survey. At present, there is no scheduled Ancient Monument in the Borough, although this schedule is currently under review. The Borough Council will encourage and develop the educational, recreational and tourist potential of the historic environment, including archaeological remains, as opportunities arise.

~~4.29 The preservation of archaeological remains and their setting and amenity value is a material consideration in determining a planning application (see DoE Circular 8/87 para 52 and DoE PPG16 'Archaeology and Planning'). Developers will be expected to submit evidence that they have assessed the archaeological potential of any site of a significant scale within the Local Plan area and are recommended to discuss the need for this with the Local Planning Authority prior to submitting an application. Within the open undeveloped areas of the Borough a site greater than a hectare will normally be considered significant. However, within the built up area or in locations close to sites with a known archaeological potential evaluation of much smaller areas may be appropriate.~~

**CONSERVATION PROPOSAL 15:**

**~~Development will not be permitted on sites of significant scale unless an initial assessment has been submitted to the Local Planning Authority as to whether the site is known or is likely to contain archaeological remains.~~**

~~4.30 The initial assessment will be relatively simple to undertake and may primarily consist of a consultation with the Archaeological Survey Section who will have the most up to date records. Sites where there is already a known archaeological potential (as at August 1994) are shown on the Proposals Map and have been listed in Appendix 5. Once the initial assessment has revealed an archaeological potential, it will be necessary for a more thorough field evaluation to be made in order establish the character and extent of any remains and the weight which should be attached to their preservation (PPG16 paragraph 18b) before any planning decision can be made. This field evaluation may need to include field trials.~~

**CONSERVATION PROPOSAL 16:**

**~~Planning permission will not be approved for sites where there is an identified but unclarified archaeological potential unless the applicant submits an adequate evaluation of the archaeological implications of the development, which may need to include field trials.~~**

~~4.31 For many sites, once sufficient information is available it will be appropriate for planning permission to be approved with appropriate conditions. For minor sites it may be sufficient for a watch to be maintained by an archaeologically qualified person during the excavation phases of the development. However for sites which are shown by the evaluation to be significant at a County or Local level steps must be taken to preserve the remains. Ideally these should be preserved in situ without disturbance. However, where this is not feasible or merited it will be necessary for the developer to make provision for an archaeological excavation and a record of the site before the development proceeds. Should the field evaluation reveal a site of national significance then there should be a presumption in favour of its preservation in situ (PPG16 paragraph 27).~~

**CONSERVATION PROPOSAL 17:**

**Development will not be permitted which would impact adversely on an important archaeological site, its setting or amenity value unless:**

- 1) the remains will be preserved satisfactorily in situ; or**
- 2) for a site of less than national significance, if preservation in situ is not feasible or merited the remains will be preserved by investigations and record.**

**Buildings of Architectural or Historic Interest**

4.32 Since 1947 the Government has listed buildings of special architectural or historic interest and afforded those buildings protection from demolition or alteration. A number of buildings within the Borough have been listed and the Department of the Environment has completed a comprehensive resurvey recently. Most historic buildings lie within Conservation Areas and are already given particular protection, but several lie in other parts of the District. As with all buildings, the use to which they are put will change through time and it may be necessary to extend or alter these buildings to enable them to continue in use and thus avoid their loss through neglect and decay.

**CONSERVATION PROPOSAL 18:**

**Change of use of a listed building will only be permitted provided that no detrimental impact on the character or appearance of the building or its setting will result.**

4.33 New works should be designed with respect for the past, but should not be allowed to lapse into twentieth century imitations of what has gone before. The preservation of original details and the use of appropriate traditional materials may be more important to the ultimate success of a scheme. (see Appendix 6) (see also paragraph 3.18).

**CONSERVATION PROPOSAL 19:**

**Alterations or extension to a listed building will only be permitted provided that there is no detriment to the special architectural or historic interest of the building or to its character or its setting.**

4.34 The Local Plan Area contains very few Listed Building and the Local Planning Authority will wish to ensure that this valuable component of the historic and visual environment is preserved as effectively as possible. Demolition of Listed Buildings should be avoided if at all possible and the Authority will, when appropriate, make use of its statutory powers to prevent a building falling into disrepair.

**CONSERVATION PROPOSAL 20:**

**~~Demolition of a listed building will not be permitted unless:~~**

- ~~1) it has been demonstrated that the condition of the building makes it impracticable to repair, renovate or adapt it to any reasonable beneficial use for which planning permission and listed building consent would be given; and~~**
- ~~2) there is clear and convincing evidence that all reasonable efforts have been made to sustain the existing use or find available new and acceptable use or uses for the building.~~**

~~4.35 The contribution which Listed Buildings make to the visual environment depends to a very large extent on the relationship of the building to its setting. This setting can consist both of the curtilage of the building and its immediate surroundings. The Local Planning Authority will seek to ensure that new development does not encroach too closely to a Listed Building or detract from its character and appearance.~~

**CONSERVATION PROPOSAL 21:**

**~~Development will not be permitted which would adversely affect the setting of a listed building, in terms of scale, massing, form, siting, design or materials of construction.~~**

4.36 There are many individual buildings and sections of street scene which contribute significantly to the attractive character of the Borough, although they have not been included on the national list of Buildings of Special Historic or Architectural Interest. A Schedule of Significant Local Buildings has been drawn up using similar criteria to those used by the Historic Buildings and Monuments Commission, but applying them within a local frame of reference. Thus, for example, buildings designed by locally important architects are included, as well as those designed by principal architects. Buildings which have been recorded by the County Council Museums Service as being buildings of industrial archaeological merit have also been included in the local Schedule. Many listed buildings are enhanced by the distinctive qualities of their surroundings - for example, within an ornamental park, a farm or a street. Some buildings acquire greater importance because they are part of a group. Although the Local Planning Authority considers that these buildings deserve to be protected because of their local significance, the buildings do not have the full protection accorded by being statutorily listed.

**CONSERVATION PROPOSAL 22: [OLP]**

**Development which could have an impact on any of the significant local buildings listed in appendix 6 will only be permitted provided it will not have a significantly detrimental impact on the architectural or historic character or appearance of the building and its setting in terms of scale, massing, form, siting, design or materials of construction.**

## 5. TRANSPORTATION

### INTRODUCTION

- 5.1 The effective operation of transport links is of great importance to all aspects of modern society. The accessibility of homes and jobs, of services and public facilities, and of opportunities for recreation and leisure is a key factor affecting the quality of life for every individual, while the efficient movement of goods is as essential to the well being of the economy. The increase in personal mobility, which has come with increased car ownership, together with the growth of road-borne goods deliveries has led to an ever-increasing pressure on the highway network, resulting in increased congestion and a reduction in environmental quality. In addition the highway environment has become increasingly hostile to vulnerable groups such as pedestrians and cyclists.
- 5.2 The environmental impact both of the increasing volumes of traffic and of the road schemes designed to alleviate congestion is a matter of growing concern. On the one hand exhaust emissions are a major atmospheric pollutant which need to be brought under control and on the other, mineral fuel reserves form a finite resource. In the interests of sustainability and environmental quality it is becoming imperative to move towards a more balanced pattern of transportation where energy-efficient patterns and means of transport are supported and encouraged. This change of direction is reflected in the PPG 13 'Transportation' issued by the Department of the Environment in March 1994. The Development Plan sets out the highway priorities for the Plan period in the context of PPG13 and the proposed programme of implementation is set out in the Leicestershire Transport Policies and Programme as part of the annual bid for highway funding.
- 5.3 The greatest potential for change occurs in the more densely populated urban areas where public transport (both road and rail) is a viable option and where distances are short enough for walking and cycling to be feasible. The County Council has adopted a strategy for transport choice which seeks to develop these options and this has been incorporated in Strategy Policy 2 of the Leicestershire Structure Plan. Public transport infrastructure will be improved to provide an alternative to the private car and new development will be focused as far as practicable within or adjoining the urban areas or along transport choice corridors where realistic alternative transport options are or will be available. The Local Planning Authority supports this strategy with its emphasis on maintaining compact urban areas.
- 5.4 Oadby and Wigston Borough Council is also concerned to redress the balance between vehicles and other road users. If sustainable transport options are to be successful the highway environment needs to be made more pleasant and convenient for pedestrians and cyclists in order to encourage alternative travel modes for short journeys within the urban area. This would also improve the highway environment for those who do not have the option of car travel and who have been increasingly disadvantaged over recent years.

## 5. Transportation

- 5.5 Although the Borough Council will encourage the provision of alternative forms of transport, so that some journeys may be transferred to more energy efficient modes, it is unrealistic to expect car ownership to fall. On-street parking can detract from the quality of the highway environment, so wherever possible, vehicles should be parked off the highway, in order to reduce congestion and to reduce the risks of accidents, particularly to pedestrians and cyclists.

### **OBJECTIVES**

5.6

- To encourage sustainable patterns of development.
- To increase the transport choice available to residents, workers and visitors to the Borough, by encouraging the use of alternative forms of transport, including walking, cycling and public transport.
- To improve the accessibility of facilities for all who live or work in, or visit, the Borough.
- To enhance the quality and safety of the highway environment for all of its users.

### **THE HIGHWAY NETWORK**

- 5.7 Responsibility for maintaining and improving the existing highway network in the Borough, with the exception of the A6 trunk road, is ultimately the County Council's, but the Borough Council has a full agency agreement and carries out the majority of work on behalf of the County Council. The A6 is the responsibility of the Highways Agency, an executive agency of the Department of Transport. However, where improvements or additions to the highway network are required in order to service a new development, the developer will be responsible for providing the relevant infrastructure, in accordance with the Highway Authorities' requirements.

#### **The Specified Road Network**

- 5.8 The County Council has defined a Specified Road Network (SRN) for the County in Transport Policy 1 of the Replacement Structure Plan. This includes all motorways, trunk roads and most A class roads together with those B and C class roads which create a coherent network. That part of the SRN which falls in the Borough is shown on Plan 1.
- 5.9 The County intends to concentrate its resources for highway improvement on the Specified Road Network and major new construction has only been proposed where the network is deficient. Of the schemes listed in the Structure Plan Transport Policy 3, the only scheme relevant to the Borough is the construction of the Eastern District Distributor Road. Bids for funding of highway works within the Borough form part of the Central Leicestershire Package.

### **The Eastern District Distributor Road**

5.10—This road will form part of the last section of a distributor road which forms an outer ring road designed primarily to aid movement around the edges of the City, thus reducing congestion in the urban areas within it. The line of the road has been identified since the 1930s and the section around the southern side of the City as far as the A6 has been completed as a single carriageway. Preliminary design of the Eastern District Distributor Road has already been carried out and construction is currently programmed in the Transport Policies and Programme 1998/99 Central Leicestershire Package submission within the period 2003/11. The boundaries of the area shown on the Proposals Map have been varied from those shown in the Oadby Local Plan to accommodate the proposed design. The completion of the outer distributor road circuit is a strategic policy but the Borough Council considers that this road scheme also serves an important local need. At present traffic making orbital movements round the south and eastern sides of Leicester is finding its way along routes such as Stoughton Drive South and Stoughton Road in Oadby to the detriment of the residential environment on these roads, neither of which is on the specified road network.

5.11—The Environmental Appraisal of this proposal in the Consultation Draft of the Local Plan indicated that the overall environment impact of this road scheme would be negative in the immediate surroundings. Open land with a number of trees would be lost; a protected species could be detrimentally affected; some Grade 2 Agricultural land could be lost and both air quality and the liveability of the urban environment close to the road could be worsened. In addition a high quality new road would probably generate new trips over and above the traffic diversion from existing routes. However, in the context of the wider highway network, it will bring compensating environmental improvements to other parts of Oadby. Traffic flows along Stoughton Drive South and Stoughton Road should be significantly reduced thus improving air quality and reducing noise along these roads. Paragraph 5.13 sets out other environmental improvements which can be achieved. Consequently, as stated in paragraph 5.10, the Borough Council considers that the road scheme is justified in the wider highway context. Nevertheless, the detailed design of the road should be influenced by the need to minimise environmental damage both to nearby residential properties and to the open areas traversed by the road. The Eastern District Distributor Road is a joint County Council/City of Leicester scheme and as such the County Council is the Local Planning Authority which will determine the planning application for the section of the road which lies in the Local Plan area. The County Council will undertake a full Environmental Impact Assessment, following the procedures set out in the Design Manual for Road and Bridges (DMRB) Volume 11, prior to seeking planning permission. At the time the Borough Council will urge the County Council to incorporate appropriate environmental safeguards in the design and construction of the new road in order to minimise its impact.

## 5. Transportation

5.12 The road line passes close to a number of residential properties. It also traverses the Meadowcourt Road Conservation Area and the Green Wedge north of Oadby. These concerns will mean that there is a need to ensure that steps are taken to minimise the impact of the scheme in accordance with the best technology available at the time. This will require a balance to be struck in meeting competing objectives such as noise reduction and visual impact. The detailed landscaping scheme will be a major factor in reducing the impact of the road. The incorporation of significant replacement tree planting will provide a long term visual buffer but will also aid in the reduction of fumes, dust and noise. The Borough Council is concerned to ensure that the present pattern of vehicle movements along Manor Road, which traverses the Conservation Area, is maintained and the use of an underpass for the EDDR is seen as the best solution. However it would contribute to the effectiveness of the cycle network in the Borough if a connection is made between the Manor Road cycle route and the EDDR. A right of way also connects Manor Road and Gartree Road. It is important that the route is maintained as part of the footpath network although it may be necessary for a small diversion to be made in that section of the route which falls within the road reservation.

### **TRANSPORT PROPOSAL 1: [OLP]**

**Planning permission will not be granted which would prejudice the eventual construction of the Eastern District Distributor Road to dual carriageway standard. To this end, a reservation approximately 40m (130 ft) wide is defined along a line leaving the A6 east of Victoria Court heading towards the north-east and joining Gartree Road close to its junction with Shady Lane (approximately 6.9ha).**

5.13 The Local Planning Authority is concerned that this road scheme should proceed as rapidly as possible in order to reduce the pressure of vehicle movements along Stoughton Drive South. At present an alternative route for outer ring traffic is signposted along Stoughton Drive South through the 'Oadby Hill Top' Conservation Area. A ban on heavy goods vehicles already applies to all other roads within and adjoining the Conservation Area and the Borough Council will apply for this ban to be extended to cover Stoughton Drive South, once the Eastern District Distributor Road is open, in order to protect the fabric of the adjoining listed buildings and the quality of the residential environment. Following the removal of heavy goods vehicles it could be feasible to create a cycle lane along Stoughton Drive South. This would benefit users of the 'Green Ringway', a cycle route designed to link the green wedge areas (see paragraph 5.28), and also student cyclists.

### **Road Improvement Lines**

5.14 A number of road improvement lines have been proposed in the Borough. They are long-standing and a number of sections have been implemented. In 1988, as part of the Oadby Local Plan preparation, those lines relating to Oadby town centre were reviewed by the County Council and some were

abandoned. The Local Planning Authority considered that the preparation of the Oadby & Wigston Local Plan provided a further opportunity to review the status of those lines which remained unimplemented. As a consequence of the review and of the consultation with landowners which has taken place, the Highway Authority has resolved to abandon all but one of the outstanding lines. The Schedule in Appendix 7 lists all the abandoned road improvement lines in the Borough. The improvement line which has been retained relates to Nos 1-3 Shackerdale Road. This improvement line is indicated on the Proposals Map but detailed plans can be seen at the Borough Council Offices.

**TRANSPORT PROPOSAL 2:**

**~~Development will not be permitted which would prejudice the implementation of the road improvement lines shown on the Proposals Map.~~**

**Highway Improvements**

- 5.15 A number of junction and other road improvements have been programmed for implementation over the life of the Local Plan, most of which will take place within the existing highway boundaries (see Plan 1). In some cases these schemes are designed to alleviate highway problems and the work will be undertaken by the Highway Authority. Other schemes are required in order to enable development to take place in which case the cost of the works will be carried by the developer.

**The B582, London Road; New Street Junction, Oadby**

- 5.16 In the Oadby Local Plan it was proposed that a new link road be built through land lying to the west of St Peter's Church, Oadby, to connect Leicester Road and Wigston Road. Subsequently a mini roundabout was installed at the Wigston Road, London Road junction and this has eliminated the traffic hold-ups which used to occur on the B582. Consequently, in the absence of a highway benefit, the Local Planning Authority has resolved not to proceed with the link road proposal. The Borough Council would wish to see improvements to the junction of New Street and London Road in Oadby in order to assist further the flow of traffic along the B582.

**The B582, Wigston Road; Brabazon Road Junction, Oadby**

- 5.17 Right turn movements between Brabazon Road and the B582 Wigston Road in Oadby are currently subject to some delays. The provision of a new access to serve the leisure facilities south of Wigston Road has increased the turning movements at this point. A scheme to improve the flow of traffic and enhance the safety of this junction has been included in the County Ten Year Programme and scheduled for implementation in 1996/97.

## 5. Transportation

### **Stoughton Road, Manor Road Junction, Oadby**

- 5.18 A minor road scheme has been proposed to improve traffic conditions at the junction of Stoughton Road, Manor Road and Manor Road Extension. It is intended that a mini-roundabout will be constructed in order to ease traffic movements to and from the side roads. The scheme was included in the Transport Policies and programme bid for 1995/6 but funding was not forthcoming. The Borough Council will continue to press the merits of the scheme.

### **The A5199, Bull Head Street/Welford Road and the B582, Moat Street Junction, Wigston**

- 5.19 The traffic light controlled junction of the A5199 (Bull Head Street/Welford Road) and Moat Street/Newton Lane does not have the capacity to carry the current number of vehicles resulting in rush hour traffic queues. A limited scheme to increase the capacity of the junction is feasible within the improvement line boundaries and this has been included in the County Ten Year Programme. The additional capacity generated by this improvement will be sufficient for current needs and for the traffic growth which is expected to be generated within the existing built-up area during the life of the Plan. The Local Planning Authority is anxious that this scheme should be implemented as early as possible because of the impact that the present congestion has on traffic movements in and out of the nearby housing estates.

### **Clarkes Road/Chartwell Drive Link Road, Wigston**

- 5.20 At present traffic to and from the industrial units on Clarkes Road, Wigston has to pass through narrow residential streets to reach its destination. The Local Planning Authority considers that it would be feasible to construct an alternative means of access by connecting the north end of Clarkes Road to the end of Chartwell Drive across land which is currently unused. This would enable the industrial traffic to be diverted to Chartwell Drive. Subsequently, Clarkes Road would be closed north of No. 56, which will enhance the residential environment of Clarkes Road and Cherry Street.

#### **TRANSPORT PROPOSAL 3:**

**Development will not be permitted which would prejudice the provision of a link road between Clarkes Road and Chartwell Drive.**

### **TRAFFIC MANAGEMENT**

- 5.21 The number of vehicles on the road continues to increase with the consequence that road congestion is becoming widespread and endemic. The Borough has a large car ownership rate in common with the outer areas of the County, 78.3% of households having at least 1 car at the 1991 Census and 29.6% having two or more cars. However, the increased personal mobility of car owners has left those without cars increasingly disadvantaged

and pedestrian-vehicular conflicts are worsening. The County Council's Transport Choice Strategy recognises that the problems generated by the growth in car numbers and the increase in road-borne goods movements cannot be solved by building new roads and that other solutions will have to be found.

~~5.22 The road improvements outlined in the first section of this chapter will help to ease traffic flows along the Specified Road Network. However, on the balance of the road system the emphasis will be on reducing pedestrian/vehicular conflicts and improving highway safety by traffic management techniques.~~

### **Pedestrians and Cyclists**

~~5.23 Most members of the community are pedestrians for at least part of the journeys they undertake and for many groups, including children and the elderly, walking is the main form of transport. This is particularly true in a heavily built-up area, such as the Borough. The provision of a safe and pleasant pedestrian environment with convenient direct routes is a major factor in the quality of life of those who live and work in the Local Plan Area. In addition, the Local Planning Authority wishes to encourage pedestrian activity, together with cycling, because of the contribution that these forms of transport can make to reducing atmospheric pollution and relieving congestion on the roads. Consequently, together with the County Council, the Local Planning Authority will continue to devote resources to improving the safety and attractiveness of the environment for walkers and cyclists.~~

~~5.24 On the existing highway network within the Local Plan Area, the Local Planning Authority will continue to monitor the ease or difficulty which pedestrians and cyclists have in crossing busy traffic flows. As the need is justified, and subject to available funding, consideration will be given by the relevant Highway Authority to the provision of facilities, such as zebra or pelican crossings, or central refuges, to create safe crossing points.~~

### **Cycle Routes**

~~5.25 The Borough Council is keen to support cycling as an energy-efficient form of transport and recognises that the highway environment can be hostile to cyclists. The opportunities to provide purpose-built cycling facilities are limited although where new roads are constructed the Council will seek to ensure that appropriate provision is made (see Transport Proposal 6). The completion of the Eastern District Distributor Road will provide an orbital cycleway around Leicester but other routes will have to be developed using the existing road network. The Local Planning Authority will consult with local interest groups to establish the needs of the cycling community and will, subject to the availability of finance, develop a network of routes within the Borough. Where possible, advantage will be taken of traffic-calmed areas and routes will be designed so as to cross busy roads at signal-controlled crossings.~~

## 5. Transportation

5.26 ~~So far work has been undertaken on two cycle routes in Oadby. A dedicated cycle route has been created along Manor Road to link with a cycle route continuing into the central City area. One of the main purposes of this route is to provide a cycle route connecting the University areas with the student halls of residence. The Principal Highway Authority has also started work on developing a cycle track along the line of the A6(T) and this will be continued during the Plan period. In Wigston a potential route has been identified connecting the Knighton Park cycle track from Brighton Avenue to the edge of Wigston town centre.~~

### **TRANSPORT PROPOSAL 4:**

**~~New cycle routes will be provided along the roads identified on the Proposal Map.~~**

**~~1) Along the A6T, Oadby; and~~**

**~~2) From Brighton Avenue to the A50, Wigston, connecting into the town centre.~~**

5.27 Further possible routes which require detailed investigation have been identified as follows:

- (a) Wigston to Oadby via Oadby Road and Wigston Road;
- (b) Knighton Park, Leicester to Station Road, Wigston via Willow Park, Wigston
- (c) Wigston to South Wigston via Blaby Road Bridge;
- (d) Wigston Town Centre to Borough boundary at the Blue Bridge, Aylestone Lane.

The Highway Authorities will continue to explore ways in which the cycle network can be further improved in order to encourage this transport mode. Where new road links are constructed, as with the proposed Eastern District Distributor Road, it will be possible to make specific provision for cyclists. (See paragraph 5.29).

Work will continue to explore ways in which the cycle network can be further improved.

5.28 Recreational cycle routes are also important. The Leicester Environ City have proposed a 'Green Ringway' around the edges of the City and the Local Planning Authority will support this. In addition there is the potential to create a joint cycle and footpath along the line of Fludes Lane in Oadby in order to link the urban area with the proposed country park which adjoins the eastern side of Oadby. Much of the land crossed by the footpath right of way is in private ownership and negotiations with the landowners will be required to open up a cycle route (see paragraph 9.20). Provided a route is sufficiently wide, bicycles and pedestrians may share it without undue inconvenience or danger to either party. The Local Planning Authority envisages that the design

of the scheme should ensure that the cycle and footpath routes are physically segregated as far as possible. Consideration will also need to be given to the provision of appropriate barriers at access points to the Lane in order to ensure that motor bicycles and mopeds are excluded, without preventing access by pedestrians or cyclists.

**TRANSPORT PROPOSAL 5: [OLP]**

**A cycling route and an improved pedestrian route will be developed along Fludes Lane, Oadby.**

**Provision for Cyclists in Highway Schemes**

~~5.29 The compact nature of the Borough makes it ideal for using a bicycle for a wide variety of journeys. Where improvements are made to the highway network, it is important that the opportunity should be taken to make provision for the specific needs of cyclists as far as practicable within a scheme. The design and positioning of cycle paths should have regard for the need to discourage opportunities for crime and should reflect the advice set out in Design Bulletin 32 'Residential Roads and Footpaths'.~~

**TRANSPORT PROPOSAL 6: [OLP]**

~~**Road improvement schemes and planning applications for highway infrastructure in new developments should provide for the needs of cyclists by ensuring a safe cycling environment and the provision of satisfactory cycle parking facilities.**~~

**Traffic Calming**

5.30 Where residential roads are used by vehicular traffic moving at relatively high speeds, and particularly where they are used as through traffic routes by drivers taking short cuts or avoiding congestion, the highway can become a hostile environment threatening both the quality of life and the safety of residents. The introduction of traffic calming measures, either by using Traffic Regulation Orders or by modifying the character of the road, to slow traffic and to prevent or discourage through vehicular movements can help to improve pedestrian safety and environmental quality, as can the selective use of lower speed limits at appropriate locations.

5.31 The through use of residential streets by heavy goods vehicles seeking to avoid possible delays on other roads can have a detrimental impact on the residential environment. This problem is being exacerbated by the introduction of heavier vehicles. In many cases, improved road signing can help to direct through commercial traffic to the most appropriate route and in particular circumstances a ban on heavy goods vehicles may be appropriate (see paragraph 5.13). The Local Planning Authority will have regard to the movement of heavy goods vehicles in assessing the need for traffic calming

## 5. Transportation

measures and where appropriate, it will recommend to the County Council that particular streets be protected from through movements of such vehicles.

- 5.32 The Borough Council will consider where traffic calming can be most effectively introduced and will consult both with residents and those with special interests, such as the bus companies and emergency services, before a detailed scheme is prepared. A number of possible schemes has been identified and assessment work will be undertaken before the most appropriate schemes are put forward to the County Council. Schemes have already been implemented in Central Avenue, Wigston, Marstown Avenue, South Wigston, Leicester Road, Wigston and Rosemead Drive, Oadby, and are proving successful in reducing overall traffic flows and accident rates. The Local Highway Authority will identify those streets where traffic management or traffic calming measures would be most effective and will institute a rolling programme of bids for appropriate funding.

### **Right Turning Vehicular Movements Across the A6 Glen Road, Oadby**

- 5.33 Some of the most dangerous traffic manoeuvres made in the Borough involve vehicles making right turns onto or off the A6 between the Waldron Drive traffic lights and the Borough boundary. The provision of a roundabout to serve the new residential development at Oadby Grange has allowed some of these turning movements to be reviewed. The right turn movements out of Hunters Way and Mere Lane have been prohibited, with traffic using the Florence Wragg Way roundabout to turn towards Leicester or Market Harborough respectively.

- ~~5.34 The junctions of Laurel Drive, Highcroft Road, Woodside Road and Gorse Lane with the A6 Glen Road are extremely dangerous. Vehicles entering or leaving these side roads are compelled to use short gaps in a narrow central reservation where insufficient space is available to allow them to slow down, wait or turn without obstructing the flow of oncoming traffic. The completion of a new roundabout at the start of the Great Glen bypass adjoining the Borough boundary will allow these gaps in the central reservation to be closed so that all movements into and out of the side roads will be left turns. Following the 1998 Road Review, the Great Glen bypass scheme has been retained as a targeted improvement to the national trunk road network.~~

#### **TRANSPORT PROPOSAL 7:**

**~~It is proposed that, following completion of the Great Glen bypass, all gaps in the central reservation of the A6 between the Florence Wragg Way roundabout and the Borough boundary with Harborough District will be closed.~~**

- ~~5.35 The Oadby Local Plan includes a proposal limiting further development on these side roads in order to avoid the dangerous conditions being worsened. This proposal will still apply until such time as the gaps in the A6 central reservation are closed.~~

**TRANSPORT PROPOSAL 8: [OLP]**

**~~Planning permission will not be granted for building operations or changes of use, which would increase the traffic using the junctions of Laurel Drive, Highcroft Road, Woodside Road and Gorse Lane with the trunk road, until the existing substandard conditions have been remedied. (See Transport Proposal 7)~~**

**PUBLIC TRANSPORT**

5.36 Public transport provides an alternative to private car use and is essential to the 21.7% of householders which have no car. It is an energy-efficient form of transport that can help to reduce road congestion. In adopting the County Transport Choice Strategy, the County Council has set a framework for investment in public transport options. These will include improvements to both bus and rail facilities in order to make these services more attractive and more readily available. The Leicestershire County Council, in conjunction with the City and the surrounding districts, has instituted the Central Leicestershire Transport Study (CALTRANS) in order to identify the most effective mechanisms to take forward the Transport Choice Strategy. This study will look at all modes of transport in order to assess how they can contribute to the travel needs of the study area.

**Bus Priority Measures**

5.37 The deregulation of buses has resulted in the provision of routes and services being largely controlled by market forces. However, the introduction of bus priority measures, designed both to speed the flow of buses, reducing journey times, and to make the service more attractive to their customers, can encourage bus use. This in time should make services more attractive to potential operators by making them more profitable. The Local Planning Authority is particularly concerned at the difficulty which bus users meet in moving between the three town centres by public transport and the problems this creates for people who wish to access local facilities.

~~5.38 Bus priority measures focused on the radial routes into Leicester have already been initiated and the introduction of bus priority measures along the A6 linking Oadby and Leicester and the A50 Welford Road are under consideration. The Borough Council will explore the potential for bus priority measures on other routes in the Local Plan area in association with the County Council and will encourage the provision of improved bus routes and facilities within the Local Plan area. As part of the CALTRANS initiative work will also be undertaken on the feasibility of providing park and ride facilities within the Borough. The best opportunities for this are likely to be linked to the radial routes which connect the Borough to the City Centre. A Saturday park and ride scheme already operates successfully utilising the Leicester Racecourse parking area off the A6 although this location would not be appropriate for a permanent weekday park and ride scheme because of its~~

## 5. Transportation

green wedge location. The Local Planning Authority has identified a site south of the cemetery off the Welford Road which could be suitable for park and ride along the A50 route and it will wish to ensure that the potential of this site for this purpose is protected.

### **TRANSPORT PROPOSAL 9:**

**~~Development will not be permitted which would prejudice the provision of a park and ride site on land adjoining Welford Road, Wigston.~~**

### **Rail Facilities**

5.39 ~~Since the opening of South Wigston Station in 1986 a local rail service has been available to residents and workers in the Borough. This station has proved very successful despite the fact that it does not have a convenient car park close by. When a new bridge is built to access the Railway Triangle from Bennett Way, this will provide an opportunity to develop a new station car park at the western apex of the triangle (see Employment Proposal 5) and will enable the station to serve a park and ride function for rail users.~~

### **TRANSPORT PROPOSAL 10:**

**~~A site will be reserved for a car park to serve South Wigston station on land adjoining the station within the Railway Triangle.~~**

5.40 The Structure Plan Transport Policy 8 states that land shall be safeguarded for stations and infrastructure for local passenger services on the Midland Main Line. The most viable location for a railway station to serve Wigston on this line is close to the B582 and the best operational position is immediately to the south of the Blaby Road bridge on the site of the old Wigston Magna Station where space is available to accommodate the platforms. Access to the station would be across the Wigston Swimming Pool forecourt from an improved junction on Station Road, possibly traffic light controlled, which would ensure safe and satisfactory access to Guthlaxton College, the Wigston Swimming Pool and the station and its car park. The station car park would be located on land immediately to the south of the swimming pool. The Borough Council will work with the County Council, Guthlaxton College, Railtrack plc and the train operating companies to prepare a detailed scheme for a new station and car park at this location.

**TRANSPORT PROPOSAL 11:**

**Land will be allocated for a railway station on the Midland Main Line in the vicinity of Blaby Road and for car parking to serve the station. Vehicular access to the car park will be provided from Station Road. Planning permission will not be granted for development which would prejudice this allocation.**

**NEW DEVELOPMENT AND THE HIGHWAY NETWORK**

~~5.41 All new development has to be accessed from the existing road system and will have a traffic impact outside the confines of the development site itself, while larger developments will also extend the road system. Therefore, in designing new development, regard needs to be paid not only to the needs of the occupiers of the site but also to the needs of all potentially affected road users. The Leicestershire County Council, as the principal Highway Authority, has prepared detailed guidance concerning the provision of highway infrastructure to meet the needs of new development. This guidance is the subject of ongoing review, consultation and amendment. The Local Planning Authority has resolved to use these published 'Highway Requirements for Development' as supplementary planning guidance for the Local Plan Area. Reference will also be made to 'Design Bulletin 32 (Residential Roads and Footpaths) when appropriate.' In line with the advice set out in PPG 13 'Transport', the Local Planning Authority will use this guidance flexibly but in such a way as to ensure that highway safety is not compromised and traffic is able to flow freely. Those standards on which the Local Planning Authority wish to rely for development control purposes have been set out in appendix 8.~~

**TRANSPORT PROPOSAL 12:**

**Development will not be permitted unless it conforms with the highway design standards contained in appendix 8 and it will not prejudice highway safety.**

~~5.42 Highway infrastructure improvements required to serve a new development, within and immediately adjoining the development site, are normally recognised as being the responsibility of the developer. However, the traffic impact of a development may significantly affect the wider road network, particularly if parts of it are already at or close to capacity. In these circumstances it may be appropriate for an application for development to be refused unless improvements can be made to remedy the potential problem. The Local Planning Authority will consult with both the County Council, as Highway Authority, and the Highways Agency as appropriate, in order to establish the available capacity on major feeder routes.~~

**TRANSPORT PROPOSAL 13:**

**Permission will not be granted for development where the projected traffic levels will, individually or cumulatively with other development already permitted or allocated in this plan:**

- 1) Exceed the capacity available in the local or wider highway system;**
- 2) Impair the safety and the satisfactory operation of the highway system, particularly major road junctions; or**
- 3) have an unacceptable effect on the environment;**

**Unless satisfactory and environmentally acceptable improvements with a reasonable design life are provided to overcome such consequences.**

5.43 Developers will be required to produce a traffic impact assessment at the planning application stage where traffic flows will increase significantly on the wider highway network, either over the day or at peak times or where the character of the traffic may change because of increased flows of heavy goods vehicles, in order to establish a more accurate picture of the scale of the problem. Developers will also be expected to cover the cost of ensuring that, as far as practicable, no adverse environmental effects result from the traffic generated by a new development. Larger scale estate developments will be expected to make appropriate provision for public transport in order to ensure that a realistic transport choice is available. This may also involve support for a bus service in the early stages of the development of an estate in order to ensure that the service is established satisfactorily.

**TRANSPORT PROPOSAL 14:**

**Where improvements to the transport infrastructure, (including new public transport facilities or services) or environmental mitigation measures are necessary in order to enable a development to be permitted, the developer may be expected to contribute in part or in full to the cost of the necessary works.**

**Ensuring Accessibility of Facilities**

5.44 The Local Planning Authority is concerned to ensure that the accessibility of facilities within the Local Plan Area is improved for all who live or work in, or visit the Borough. A substantial percentage of the population suffers from impaired mobility, either temporarily or permanently, at any one time and the causes can vary from a medical condition to being accompanied by small children or being weighed down by baggage. When considering new developments regard should be paid to the needs of all sections of the

community at an early stage in the design process. In addition, the impact of Care in the Community policies should be taken into account. Supplementary planning guidance has been prepared by the Local Planning Authority in order to provide advice on appropriate methods of ensuring access for all.

**TRANSPORT PROPOSAL 15:**

**All development proposals should demonstrate regard for the needs of those people who have impaired mobility and should ensure that, as far as practicable, their access to all public facilities, including transport, open spaces, car parks, highways and other areas is safe and convenient.**

**The Needs of Pedestrians and Cyclists**

5.45 Private developers will also be expected to pay due regard to the needs of pedestrians and cyclists when making applications for new development. Guidance on this matter is set out in Design Bulletin 32 'Residential Roads and Footpaths' and in the standards set out in the Leicestershire County Council 'Highway Requirements for Development'. Because of their vulnerability, the needs of pedestrians and cyclists should be given priority in the design of the access layout. Segregated footpaths and cycle tracks will need to be safe, convenient and pleasant to use. They should be well lit and exposed to natural surveillance in order to minimise opportunities for crime. Where these routes cross roads at the same level, arrangements should be made to ensure that pedestrians and cyclists can cross easily and safely. Where necessary slopes should be provided on footpaths as an alternative to steps, in order to assist those people who are mobility impaired, and these slopes normally should not exceed a gradient of 1 in 20. In some awkward or exposed locations it may be appropriate for handrails to be provided.

**TRANSPORT PROPOSAL 16:**

**Development will not be permitted where the needs of pedestrians and cyclists for a safe highway environment would be prejudiced. Where appropriate, segregated routes should be provided for pedestrians and cyclists, designed so as to minimise opportunities for crime and to reduce conflict with vehicular traffic.**

**Access to Public Transport**

5.46 It is a strategic aim of the Development Plan that a realistic choice of transport should be available throughout the urban area. New developments should be designed so as to be readily accessible and to achieve the minimum practical walking distance to existing or potential bus routes. In general it is desirable that major new developments such as new retail operations, leisure uses or new residential estate layouts for more than 100 dwellings should aim at achieving maximum walking distances to bus routes

## 5. Transportation

of no more than 200 metres. However, it is recognised that, given other constraints, this may not always be feasible and that in some circumstances a maximum distance of 400 metres will be acceptable. Housing development designed for the elderly should always be located particularly close to bus routes. Where new developments are likely to generate concentrations of visitors, lay-bys or off-road picking-up and setting down places should be provided close by to encourage the use of public transport.

### **TRANSPORT PROPOSAL 17:**

**Development will not be permitted where the design would discourage the use of public transport; new road layouts in major developments should ensure that bus access on new or extended service routes is feasible.**

### **Access for Services and Emergency Vehicles**

- 5.47 It is important that service and emergency vehicles should be able to access all areas of the Borough and Design Bulletin 32 'Residential Roads and Footpaths' provides guidance on appropriate access distances within new residential estates. Emergency vehicles, particularly fire fighting appliances generally need to be able to reach within 45 metres of an access to a building. This has implications in both residential and commercial areas for how the road layout and access to buildings is designed. It will also be a significant factor in the design of town centre enhancement schemes such as the pedestrianisation of Bell Street. On-street parking may also inhibit the movement of emergency and other service vehicles.

### **TRANSPORT PROPOSAL 18:**

**Planning permission will not be granted for development which cannot be accessed satisfactorily by service and emergency vehicles.**

### **Parking and Servicing Provision and Highway Safety**

- 5.48 Although increased car ownership has led to individuals having much greater freedom of movement, most vehicles are stationary for a majority of the time. These vehicles may be accommodated in purpose-built parking spaces or may be parked on the highway where this is practicable. The Borough Council has provided public car parks to service each of the town centres and to provide for visitor parking but the operational car parking requirements for non-residential activities in the Borough have normally been expected to be provided within the development site. PPG 13 on 'Transport' indicates that such operational car parking should not be over provided, since this can be a wasteful use of land and can encourage car use. However, the degree of constraint on parking provision which is practicable in the City of Leicester is

not feasible within the Borough because there is not the equivalent availability of public transport options.

5.49 Where parking occurs at the roadside this can be a significant cause of accidents and of congestion if traffic flows are impeded. Similar problems can occur where service vehicles load or unload from the public highway and this can also cause a hazard to users of the footway. Non-residential properties normally will be expected to provide parking for both operational and visitor's vehicles within the application sites in order to minimise the impact of the development on traffic flows. In addition secure cycle parking facilities are required in order to encourage this form of transportation. Appendix 9 sets out the standards for parking, loading and manoeuvring space which the Local Planning Authority will use when considering applications for development. These standards are based on the Leicestershire County Council 'Highway Requirements for Development Part 4 which provides the current strategic guidance. The Authority will apply the standards set out in the Appendix flexibly by, for example, reducing its requirements for parking in locations which are well served by alternate modes of travel.

~~5.50 Parking is an important aspect of housing schemes. So often an interesting layout and outlook can be ruined by inadequate provision of off-street parking, leading to cars straddling the footpaths and cluttering up the highway. However, it is also important that parking requirements are considered flexibly within the context of highway safety in order to allow higher density housing schemes that are both affordable and of a good quality of design. This flexibility will be particularly necessary in the town centres where the Council wishes to increase residential provision and in locations that are close to well served bus routes. PPG13 emphasises that restricting car parking is one means of encouraging other means of transport use.~~

**TRANSPORT PROPOSAL 19:**

**~~In assessing the amount of parking, loading and manoeuvring space needed for a new development, the Council will apply the standards contained in appendix 9.~~**

## 5. *Transportation*

## 6. HOUSING AND THE RESIDENTIAL ENVIRONMENT

### INTRODUCTION

- 6.1 The Borough of Oadby and Wigston has an attractive and pleasant environment in general, and, because of its locational advantages, is one of the most popular districts in Leicestershire for new residential development. The Borough Council will endeavour to ensure that any new development will conserve and enhance this environment and not have a detrimental effect on existing amenities enjoyed by the community.
- 6.2 The function of this chapter of the Local Plan is twofold. Firstly to translate the broad housing policies of the Structure Plan into map-based land allocations for the Borough and secondly to set out a broad framework of guidance for new development in order to improve the local residential environment. Significant emphasis has been placed in the chapter on addressing the current concerns of ensuring housing availability for all groups of the population and all levels of affordability, on catering for previously 'institutionalised' groups within the community, and on encouraging the provision of more energy-efficient forms of development in the light of the current move towards 'sustainable development'. The Local Plan emphasis on monitoring and review will ensure that the new issues are addressed in the future when appropriate.
- 6.3 The first section of the chapter deals with the housing land allocations for the Borough and also the contribution of the existing housing stock to meeting housing need. Housing need is based on changes in the population including natural increase, migration and changes in household sizes, and is calculated for the Borough by Leicestershire County Council. The Leicestershire Structure Plan Housing Policy 3 provides for some of the housing need for the Borough to be met in adjoining districts (other than the City of Leicester) as it is recognised that this need cannot be met completely within the Borough (see paragraph 2.9). The balance of the housing requirement will be met within the Borough and the Local Plan identifies sites as suitable for development or redevelopment to meet this need. However, Central Government also acknowledges the contribution over a plan period that windfall sites can make (sites within the boundaries of built up areas which are not allocated for residential development and which gain planning permission after a Local Plan for the area has been published, at least in draft). In this chapter, the Borough Council has allocated specific sites which will make significant contributions to meeting its housing targets but has also placed emphasis on the contribution of windfall housing sites to these targets and the conversion of existing buildings to housing units.
- 6.4 The second section of the chapter is concerned with the quality of the residential environment and sets out clear development control criteria against which any planning applications for new housing development or proposed extensions to existing dwellings will be considered. The majority of the planning applications made every year in the Borough are for proposals to extend existing dwellings. For the householder, home extensions not only

serve to improve the existing property, but can also be a cheaper alternative to moving house. On the other hand, works of this nature can have a substantial effect on the appearance of the existing dwelling, its immediate neighbours and the street scene in general. The proposals in this section will give developers and applicants an indication of the factors to take into account when preparing proposals for any extensions to dwellings within the Borough and should particularly be read in conjunction with Chapter 3 of the Local Plan. In addition, the Borough Council has published supplementary planning guidance in order to explain how the proposals in the Local Plan will normally be interpreted. This guidance includes a number of standards which have been developed so as to ensure a consistent approach is adopted in making development control decisions while still allowing flexibility to have regard to site conditions.

## **OBJECTIVES**

### 6.5

- To encourage sustainable patterns of development.
- To ensure the provision of good quality housing for all residents.
- To meet the housing land requirements of the Leicestershire Replacement Structure Plan through the allocation of land for new housing and the conversion of the existing housing stock.
- To meet the needs of those people with special housing requirements, particularly for affordable housing.
- To improve the existing housing stock.
- To protect and enhance the local and more global environment through the encouragement of energy efficiency in housing location and design.
- To improve the design and appearance of the local environment through appropriate development control proposals.

## **HOUSING LAND ALLOCATIONS FOR THE BOROUGH**

6.6 The Leicestershire Structure Plan (adopted January 1994) sets out in Housing Policy 1 a requirement for land for 1,750 dwellings to be released in the Local Plan area over the period 1991-2006. The majority of this development will take place on identified sites. However, there are two other sources which contribute to the overall housing provision.

### **Small Site and Windfall Allowances**

6.7 Historically a number of plots have come forward in the Local Plan area from small sites on a fairly regular basis. These have ranged from individual plots on sub-divided gardens to small redevelopments of up to and including 9 dwellings. On the basis of past performance, it has been agreed that an average figure of 14 dwellings per annum can be expected to come forward from this source. Over the 9 years remaining of the Structure Plan period this

would amount to 126 dwellings. However, in order to avoid double counting, 57 small site plots which are already permitted or under construction at 31st March 1997 are subtracted from this figure. Therefore the small sites allowance to be set against the Structure Plan housing requirement is 69 plots.

- 6.8 In addition, in the Local Plan area a significant number of dwellings have been provided during the last 10 years on large sites of 10 dwellings or more which came forward as windfalls. These sites were not identified in the Borough's Local Plans as their emergence could not be predicted. Many sites came forward as older industrial premises ceased to be commercially viable and were replaced by housing development. Other sites were developed on open land remaining within the urban area. During the previous Structure Plan period the contribution which these sites would make to the housing total was not predicted, with the result that the Borough exceeded its housing requirement by 23 percent.
- 6.9 The Leicestershire Structure Plan adopted in 1994 recognised the contribution which these sites can make to meeting the housing allocation in Housing Policy 1. The Local Planning Authority has calculated that the average windfall completion rate over the last 10 years has been 37 dwellings per annum and believes that there is still the potential for further redevelopment within the urban area. However an allowance of 20 plots per year is agreed to be a more realistic forecast for local plan period. The windfall allowance has been calculated on the same basis as the small sites allowance.

Windfall plots 20 x 9 years = 180

Minus 27 plots under construction = 153 windfall allowance

### **The Housing Land Supply**

- 6.10 At the 31st March 1997 the housing land position was:-

Net completions since 1.4.91	849
Outstanding planning consents	261
Dwellings under construction	59
Small sites allowances	69
Windfall sites allowance	<u>153</u>
	1391

This leaves a balance of 359 plots to be identified in the Local Plan. Allocations in this Local Plan total 348 plots excluding the land to the rear of The Nook, Wigston Lane, which now has consent for housing (Housing Proposal 7) leaving a shortfall of 11 plots and these allocations are set out below in paragraphs 6.19 to 6.27.

- 6.11 The demand for housing is assessed not only in terms of quantity but also quality. There is a need for a wide variety of new housing to be built so that there is a variety of house types and sizes available. It is also necessary to

ensure that the needs of those sections of the community who cannot afford to buy current housing on the open market are also met. Particular areas of need identified in the Borough's Housing Investment Programme are family type homes for rent, high density flats/ sheltered housing for the elderly and low cost market housing.

### **The Density of New Development**

~~6.12 The Local Planning Authority recognises the fact that developers wish to build dwellings for which there is an established demand and that the majority of new homes will be provided by the private sector. However, in accordance with the Leicestershire Structure Plan Housing Policy 6 'Range and Mix of Housing', provision should be made in housing developments of 100 or more dwellings for all sectors of the market and a range of housing sizes and types at varying price levels should be provided. The Local Planning Authority supports this policy. Regard also needs to be paid to the increasing number of small households in order to ensure that the proportion of smaller properties built is increased. The Authority also formally supports the Leicestershire Structure Plan Housing Policy 5 with its aim of ensuring the more efficient use of land in the interests of sustainable development energy conservation and the need to conserve land resources. The following proposal will apply both to housing allocations and to windfall sites when applications for development are made.~~

#### **HOUSING PROPOSAL 1:**

##### **Proposals for residential development shall:**

- 1) have as high a density as possible having regard to the size of dwellings, the site and the locality; and**
- 2) provide adequate public and private open space.**

**Where the development is for more than 100 dwellings it shall also:**

- 3) contain a range and mix of dwelling types that will provide for all categories of households, but particularly smaller ones.**

### **Affordable Housing**

~~6.13 Central Government advice in Planning Policy Guidance Note 3 'Housing' states that the need for affordable housing is an important consideration to be taken into account when formulating local plan policies. Circular 6/98 'Planning and Affordable Housing' amplifies this advice. The Borough Council is concerned that much of the housing for sale in the Borough is relatively highly priced because of the Borough's popularity. The terms affordable housing, low cost market housing and subsidised housing as used through the Local Plan are defined in Circular 6/98 which states:~~

~~'the terms 'affordable housing' or 'affordable homes' are used in this document to encompass both low-cost market and subsidised housing (irrespective of tenure, ownership - whether exclusive or shared - or financial arrangements) that will be available to people who cannot afford to rent or buy houses generally available on the open market.'~~

~~6.14 Within the Borough, demand continues for large family homes but the census data and the mid year population estimates show that there is an increasing need for smaller dwellings to accommodate those on lower incomes such as first-time buyers, young single people and the elderly. The housing waiting lists also indicate the need within the Borough for low-cost and rented housing to meet the needs of people 'who cannot afford to occupy houses generally available on the open market' (Circular 6/98 paragraph 4). The Local Planning Authority considers that new housing development within the Borough should help to meet the need for affordable housing but recognises that this will need to be negotiated in the context of evidence of the level of the housing need in the Borough. On going work assessing the level of housing need within the Borough indicates that a target figure of 25% affordable housing provision is appropriate for new housing developments. Both allocations and unidentified sites which exceed the threshold set in Circular 6/98 paragraph 10 (currently 25 dwellings or 1.0 hectares of land) will be expected to contribute to this need. The Borough Council will also wish to ensure that a mix of housing types is provided in different areas in order to ensure the development of mixed communities, in accordance with Government Guidance (Circular 6/98, paragraph 1).~~

~~6.15 The affordable housing required by Housing Proposal 2 may be provided as either low-cost market housing or subsidised housing. Regard will be had for any 'particular costs associated with the development of the site' and to an assessment as to 'whether the provision of affordable housing would prejudice the realisation of other planning objectives that need to be given priority in the development of the site' (Circular 6/98 paragraph 10). Where affordable housing cannot be achieved within the site, the Authority will be willing to consider a financial or other contribution from the developer towards the provision of affordable housing elsewhere in the Local Plan area (Circular 6/98 paragraph 22). Partnerships with the Borough Council and between other organisations will be encouraged in order to meet the need for affordable housing and to ensure that where affordable dwellings are provided, the housing will be available for future occupiers, as far as is possible under current legislation. Alternatively, planning conditions may be used or legal agreements may be sought to achieve this objective.~~

#### **HOUSING PROPOSAL 2:**

~~In relation to residential development of 25 dwellings or more or on residential sites of 1.0ha or more, the local planning authority will impose conditions or will expect the developer to enter into a planning obligation for the provision of an element of affordable housing on the site. In negotiating the level of affordable housing to be provided the local planning authority will take into account the following factors:~~

- ~~1) The indicative target for the borough and (if any) for the site;~~
- ~~2) The suitability of the site in terms of transport choice and residential services;~~
- ~~3) Any unusual infrastructure or other costs associated with the development of the site;~~
- ~~4) Whether providing affordable housing would prejudice the realisation of other planning objectives relevant to the site;~~
- ~~5) The extent to which the development contains a range and mix of housing types that contribute to the identified need for affordable housing;~~
- ~~6) the extent to which provision has been made to ensure that the dwellings are and continue to be occupied by people falling within the categories of need referred to in the glossary;~~

~~On sites where an element of affordable housing would be appropriate this might be satisfied through a financial contribution to the provision of an element of affordable housing on another site within the borough that is acceptable to the local planning authority.~~

#### **Existing Planning Permissions**

~~6.16 The existing planning consents include the balance of two large greenfield sites allocated in the adopted Local Plans for Oadby and Wigston; a part of the University of Leicester playing fields, for which outline consent was granted on appeal in August 1993; a number of individual plots; and several small infill sites which had come forward as windfalls. The full details of these sites are set out in the Oadby and Wigston Residential Land Availability Position Statement, which is updated annually.~~

~~6.17 The Wigston District Plan allocated an area of land to the east of Lansdowne Grove in South Wigston for housing and associated public open space. Approximately 200 dwellings are now in the process of construction on the 5.35 hectares site, a number of which have been provided for a housing~~

association. The Borough Council will wish to ensure that this development is completed.

6.18 The Oadby Local Plan allocated an area of approximately 33 hectares which will accommodate 577 dwellings and associated facilities on land bounded by Glen Road (A6) and Gorse Lane adjoining the Oadby Grange estate. This area was preferred by the Borough Council, the Statutory Undertakers and a majority of the respondents to the publicity exercise undertaken at the time of the preparation of the Oadby Local Plan. It was felt to form a logical extension of the built-up area without causing unacceptable intrusion into the open countryside. At 31st March 1995, detailed planning permission was outstanding for 127 dwellings and associated open space on approximately 5.9 hectares of the site while approximately 63 dwellings had reverted to allocated status on 3.1 hectares of the site. The Borough Council is eager to see the remainder of this area developed as it provides a significant contribution to the outstanding balance in the housing allocation for the Borough.

**HOUSING PROPOSAL 3:**

**Where land has been allocated in this or a previous Local Plan for residential development and planning permission for that use has expired, applications for the renewal of planning permission for residential purposes will be approved, subject to there being no conflict with other policies in the local plan. Applications for non-residential uses will not be permitted.**

**Housing Allocations**

6.19 The following sites have been allocated for residential development:

	<b>Area</b>	<b>Estimated dwellings</b>
Land at Edward Close, Oadby	0.93ha	20
Land off Florence Wragg Way	3.1ha	63
Land south of White Gates farm, Wigston	0.83ha	15
Land rear of The Nook, Oadby	1.0ha	20
Land at Oadby Grange, Oadby	6.25ha	140
Land off Landsdowne Grove, South Wigston	2.5ha	60
Part of Racecourse Straight Mile, Wigston	2.64ha	50
Land off Britford Avenue, Wigston	0.4ha	12

6.20—The vehicle repair yard to the west of Edward Close and the three adjoining residential properties on Glen Road, Oadby are now seriously detrimental to the appearance of the residential area which surrounds them. The site is approximately 1 hectare in area and can accommodate at least 20 dwellings, with access to be obtained via Edward Close. The Local Planning Authority considers that this site is suitable for low-cost housing. The Authority also intends to prepare a residential planning brief for the site and would be willing to assist in securing its release for residential development. The small garage building in the curtilage of 5 Glen Road is included in the Schedule of Significant Local Buildings of historic and architectural interest and is worth preserving (see Appendix 6). This allocation has been carried forward from the Oadby Local Plan.

**HOUSING PROPOSAL 4: [OLP]**

**An area of approximately 0.93 ha, comprising the vehicle repair yard to the west of Edward Close, and adjoining Fludes Lane, together with numbers 1, 3 and 5 Glen Road, Oadby, is proposed for redevelopment for residential purposes. Planning permission will not be approved unless:**

- 1) the layout for the site will retain the small garage fronting the A6 in the curtilage of 5 Glen Road.**

6.21—The land at the junction of Florence Wragg Way and Glen Road is of some 3.1 ha in area. It forms part of the site developed as the Oadby Grange estate and originally had planning permission as part of this development. Recently it has been the subject of an outline planning application for the development of a supermarket. The site is visually prominent at the entrance to the housing estate and opposite Oadby Grange farmhouse, a Grade II Listed Building. Any development of the site would need to respect this sensitive location. The site includes an area of woodland which is subject to a Tree Preservation Order. Pedestrian routes through this site should allow access to the wood and should connect with the open space on the adjoining residential area. There is a lack of local services in this area of Oadby and this site provides an opportunity to design in facilities for the local community, which could include the provision of a Doctors surgery and small local shops.

**HOUSING PROPOSAL 5:**

**An area of approximately 3.1ha at the junction of Florence Wragg Way and Glen Road is proposed for residential development. Planning permission will not be approved unless:**

- 1) access to the site is gained from Florence Wragg Way;**
- 2) the form, scale and mass of development respects the setting and appearance of the nearby listed building;**
- 3) provision shall be made within the site for local services;**
- 4) the woodland area is incorporated in the open space provision for the site;**
- 5) the pedestrian routes through the site connect with the pedestrian route in the adjoining housing area; and**
- 6) the developer contributes towards any necessary extension or adaptation of Woodland Grange County Primary School, the need for which arises from this development.**

6.22—Development on the Wigston Harcourt estate is now complete. However, the opportunity exists to incorporate the land to the south of White Gates Farm, Newton Lane, into the development. Satisfactory access to the site will be needed and, if possible, the Local Planning Authority would prefer the development to be accessed from the existing highway network in the adjoining estate. There have been problems with the surface water drainage on parts of the Harcourt estate and it will be necessary for careful attention to be paid to drainage issues (see Conservation Proposal 10). The site could accommodate at least 15 dwellings. However, the Harcourt estate is characterised by blocks of high and low density dwellings and the Local Planning Authority considers that this site could contribute to the overall need for smaller dwellings.

**HOUSING PROPOSAL 6:**

**An area of about 0.83ha south of White Gates Farm, Newton Lane, Wigston is proposed for residential development. Planning permission will be granted provided that satisfactory access to the public road net work is afforded.**

6.23—Land to the rear of The Nook, a Grade II Listed Building in Oadby, has been identified as suitable for residential development in the past. The problems of access to the site have prevented development previously and led the Council to suggest that a small park could be a more appropriate use. A solution to the access constraint has now been put forward and residential development may now be feasible provided the proposals set out in other

sections of this plan can be complied with. The site adjoins Chicken Walk an area of significant urban open space, and any development would need to be designed so as to complement the open space and not to conflict with the trees along its length. Regard will need to be had for any potential flood risk and for the need to maintain the watercourse. The location of the site within the town centre will allow a higher density development of small units and will contribute to the Council's Policy to bring residential uses back into the town centre. A minimum of 20 dwellings could be provided within the allocation. Because of its sensitive location, the Council has prepared a planning brief for the site. Its requirements should be taken into account in the preparation of any proposals for the development of the land.

**HOUSING PROPOSAL 7:**

**An area of 1ha to the rear of The Nook, Oadby is proposed for residential development. Planning permission will not be approved unless:-**

- 1) the design of the buildings and open space complement and enhance Chicken Walk, the adjoining significant urban open space;**
- 2) the form, scale and mass of the development respects the setting and appearance of the nearby listed building; and**
- 3) provision is made for access to and the proper maintenance of the Washbrook.**

6.24 An extension to the Oadby Grange estate is proposed to accommodate about 140 dwellings. This proposal will enable the estate to be rounded off with a well designed edge to the countryside in accordance with Landscape Proposal 20. The area of the adjoining Oadby Country Park (Recreation Proposal 7) has been reconfigured to wrap round the extended estate, in order to ensure that the visual impact of the development on the wider countryside is minimised. It will also allow the Park to connect through to the Gorse Lane bridleway. This development will enable the first phase of the Country Park to be achieved. The Local Planning Authority will negotiate the provision of affordable housing within the site to meet the indicative site target of 25 percent. The Authority will also wish to ensure that a range and mix of dwelling types and sizes is provided in accordance with Housing Proposal 1. A traffic assessment will be necessary in order to establish what measures will be required to mitigate the impact of the proposed development on the Florence Wragg Way roundabout with the A6. It will be necessary for this development to be phased in the second half of the Local Plan period between 2001-2006 in order to reduce the impact of the new housing on the Woodland Grange Primary School.

**HOUSING PROPOSAL 8:**

**An area of 6.25ha off Florence Wragg Way, Oadby is proposed for residential development. Planning permission will be granted after 2001 provided that:**

- 1) the main access to the development is from Florence Wragg Way;**
- 2) a traffic impact assessment is provided and any necessary measures are undertaken to mitigate the impact of the additional traffic on the Florence Wragg Way roundabout with the A6;**
- 3) provision is made to meet the educational and community requirements arising from the development;**
- 4) that 25% of the area of the country park is provided through a unilateral undertaking including a landscaped linear open space at the countryside edge of the development linked to gorse lane as an extension of the countryside park;**
- 5) a master plan for the development of the site is agreed with the local authority as part of the initial application for planning permission; and**
- 6) provision is made to meet the indicative site target of 25% affordable dwellings.**

6.25 ~~An area of 2.46 hectares of land at the southern end of the Leicester Racecourse Straight Mile is proposed for residential development of about 50 dwellings. A development of this size can be accessed satisfactorily via Cleveland Road and it will not impact adversely on the recreation function of the Racecourse which will still be able to hold 7 furlong horse races using the balance of the Straight. The location is very sustainable because it is highly accessible by public transport and is close to the facilities for the town centre. This development should contribute to the need for affordable housing in Wigston and the authority consider that the indicative target for the site for which the Council will negotiate should be 20%. Development of the site will entail the loss of part of one of the few extensive areas of green space remaining within the built up area of Wigston. However, this loss will be offset by requiring the new development to be set back so that an open landscaped frontage is continued across the site from Cleveland Road.~~

**HOUSING PROPOSAL 9:**

**Planning permission will be granted for approximately 50 dwellings on 2.64 hectares of land which form the southern section of the racecourse straight mile provided:**

- 1) a substantial, landscaped, open frontage is provided to the development which continues the present open road frontage area adjoining Cleveland Road;**
- 2) provision is made to meet the indicative site target of 20% affordable dwellings.**

6.26 It is proposed that a further 50-60 dwellings be built to the east of the new housing development off Lansdowne Grove on about 2.44 hectares of land with a further 6.5 hectares of land being dedicated as open space to serve the development through a unilateral undertaking. There are a number of constraints on development of this land which will need to be overcome. The area falls within the consultation zone for a landfill site and it will be essential to ensure that the development is safeguarded from any possible adverse impact. The Environment Agency will be consulted so as to ensure that satisfactory measures are undertaken. Regard will need to be had for the impact of the additional traffic on Lansdowne Grove and the need for mitigation measures. It will also be necessary to ensure a satisfactory design in relationship to the Grand Union Canal, both in Visual terms and in regard to safety. The extension to the estate will bring the development very close to Ervins Lock and it is considered essential that a footbridge is provided across the canal before any dwellings are occupied in order to reduce the risk of people crossing over the lockgates. Because of the cost of overcoming the various constraints to developing this location the Local Planning Authority does not consider that it is appropriate to require the provision of any affordable housing.

**HOUSING PROPOSAL 10:**

**Planning permission will be granted for 50-60 dwellings on 2.44ha of land adjoining the new housing development off Lansdowne Grove provided that:**

- 1) access is obtained via Pochins Bridge Road and the impact of the additional traffic on Lansdowne Grove is assessed and a contribution to its mitigation is provided;**
- 2) satisfactory steps are taken to ensure the protection of the development from the impact of landfill gas and other contaminants;**
- 3) the design of the development will create a satisfactory frontage to the canal;**
- 4) a further 6.48ha of public open space is provided to serve the development through a unilateral undertaking;**
- 5) a footbridge is provided across the Grand Union Canal in the vicinity of Ervins Lock.**

- 6.27 The Local Education Authority has declared that an area of land behind the Little Hill School, which is 0.4 hectares (1.1 acres) in extent and which adjoins Britford Avenue, is surplus to education requirements. Current Government guidance, set out in PPG 17 – ‘Sport and Recreation’ and in more recent Ministerial statements, is that school playing fields should not normally be developed except in very specific circumstances. These circumstances are set out in paragraph 9.9 and Recreation Proposal 2 of the Oadby & Wigston Local Plan.

The Local Planning Authority considers that it will only be acceptable for this land to be developed if satisfactory provision is made to enable the requirements to Recreation Proposal 2 to be met. Work will be necessary to upgrade the balance of the Little Hill School’s retained land and to ensure that there is satisfactory replacement sports facilities and pitch provision to meet the needs of the School and the local community groups which use the school facilities. In order to achieve this a planning obligation will be sought as a condition of any grant of planning permission, unless the necessary work has already been completed.

The site falls within a Waste Regulation Authority consultation zone and it will need to be demonstrated that there is no risk of landfill gas migration or, alternatively, that satisfactory mitigation measures can be undertaken (see Conservation Proposal 13).

Provided that these issues are satisfactorily resolved, the Local Planning Authority considers that the allocation site is suitable for housing as an

extension to Britford Avenue. Any development should be appropriate to its context and should be of a form and scale to relate well to Britford Avenue. In these circumstances it is likely that the site could accommodate between 10-12 dwellings.

**HOUSING PROPOSAL 11:**

**An area of approximately 0.4ha (1.1 acres) adjoining Britford Avenue is proposed for residential development providing that:**

- 1) access to the site is gained from Britford Avenue; and**
- 2) satisfactory steps are taken to ensure the protection of the development from the impact of landfill gas and other contaminants.**
- 3) satisfactory enhanced sports facilities are provided to meet the needs of the Little Hill County Primary School and to provide an equivalent community benefit.**

**If necessary the provision of the enhanced sports facilities will be secured through the use of a legal agreement made under Section 106 of the Town and Country Planning Act 1990.**

- 6.28 The development of these housing allocations together with the small site and windfall provision will concentrate all new housing development within the fabric of the urban area. This would be in accordance with the increasing importance of the concept of sustainable development and energy efficiency, which works in favour of the full and effective use of land within existing urban areas and against urban sprawl and the development of greenfield sites. However, windfall sites should not be allowed to give rise to town cramming. The Authority will expect that windfall sites should contribute to the need for affordable low-cost housing within the Local Plan Area. The concentration of housing provision on windfall development and existing sites within the built-up areas meets the need to provide transport choice. Subject to criteria such as effect on the amenity of surrounding sites, density of the development, landscape quality, highway access, drainage, and proximity to shops and other community services, these sites can be developed acceptably. Having regard to the scale of the new housing proposed within the Borough and the nature of this provision on redevelopment sites rather than on greenfield sites, it is essential that the land identified on the Proposals Map of the Local Plan should be genuinely available for housing development. The Local Planning Authority will monitor the housing land supply and will ensure that land is identified to meet the strategic allocation over the period to 2006.

### **Conversions to Residential Use.**

- 6.29 The older housing areas are also characterised by a mixed land use pattern derived from the historical growth of the Borough. This has given rise to a number of inappropriately sited industrial, warehousing and other storage buildings and land use being located within or close to these predominantly residential areas. This often results in nuisance to residential occupiers in the form of extraneous traffic, noise and fumes. The Borough Council considers that the introduction of further inappropriate industrial, warehousing or other storage uses should be resisted in these areas and in other parts of the Borough where industry and housing have developed in a close juxtaposition. Employment Proposals 10 - 11 in Chapter 7 - 'Industry and Employment' will apply in these areas.
- 6.30 In those parts of the Borough, outside of the identified employment areas, characterised by the mixed land uses of housing and industry, the conversion or redevelopment for housing of former, inappropriately sited industrial, warehousing or storage buildings, which meet the criteria set out in Employment Proposal 10, will be encouraged subject to such housing being accessible to, and conveniently located in relation to public transport, shops and other community facilities. Employment Proposal 11 refers to light industrial and office uses (class B1) in residential areas. Furthermore, the Borough Council will seek to implement schemes of environmental improvements and traffic management measures in the older housing areas in order to improve the overall quality of the residential environment.

#### **HOUSING PROPOSAL 12: [OLP]**

**Outside of the identified employment areas, shown on the Proposals Map, the redevelopment or conversion of inappropriately sited industrial, warehousing or storage buildings and land for primarily residential uses will be permitted.**

### **Infill Development**

- 6.31 The development of vacant land, or parts of large gardens, can make a valuable contribution to the housing needs of an area without the need to develop greenfield sites, if such development is in keeping with the character and quality of the local environment. Infill sites are defined where the plot represents a small gap in an otherwise built-up frontage. It is not an extension of an isolated group of buildings and must represent a minor part of the whole frontage. 'Tandem' development, consisting of one dwelling immediately behind another and sharing the same access, is generally unsatisfactory because of the difficulties of access to the dwelling at the back and the disturbance and lack of privacy suffered by the dwelling in front. Backland and piecemeal development is addressed in Landscape Proposal 2.

**HOUSING PROPOSAL 13:**

**Planning permission will not be approved for infill residential development unless:**

- 1) the development proposed would not have an adverse impact on the character of the area; and**
- 2) the design of the development would not have an adverse effect on the amenities of adjacent or nearby properties.**

**MEETING SPECIFIC HOUSING NEEDS**

**Access Housing and the Adaptation of Houses for Disabled Occupiers**

- 6.32 Good design which allows easy access to and within dwellings will be of benefit to all those with mobility difficulties. Survey evidence would suggest that 14% of all adults have at least one disability (source: Prevalence of Disability Amongst Adults, Report 1, HMSO 1988). The Borough Council is concerned that people with disabilities who require specially designed dwellings should not be segregated into separate housing complexes and will therefore encourage the provision of 'access housing' in all substantial new housing development, including the provision of new dwellings, particularly bungalows and groundfloor flats, designed so as to be easily adaptable for wheelchair users.
- 6.33 Under the Local Government and Housing Act 1989, financial assistance is available for the adaptation of existing housing to meet the needs of disabled occupiers. The Local Planning Authority will encourage the adaptation of suitable dwellings in the interest of the amenity of disabled occupiers, subject to the residential development control criteria outlined in Housing Proposal 14.

**Residential Care in the Community**

- 6.34 The Borough Council welcomes 'Care in the Community' initiatives which seek to integrate the young, the elderly and the physically and mentally disadvantaged within the community at large and recognises that there is a need for residential group homes within existing housing areas.
- 6.35 Communal housing, where an element of care is provided to the residents (but excluding sheltered accommodation), already exists within the Local Plan area. This provision has either taken the form of new purpose-built development or more commonly the conversion of existing large properties. The conversion of existing private dwellings into nursing homes and residential homes for the elderly has become particularly popular.
- 6.36 Whilst such uses may be suitable in principle within residential areas, they are only likely to be acceptable where the ease of access to facilities is

appropriate to the level of mobility of the residents and visitors; where large detached properties are involved with adequate car parking and servicing facilities; and where the development would not adversely affect the amenity of adjoining occupiers, the appearance of the building, or the character of the area. Conditions may be placed on any such planning permissions restricting the permitted development right for further changes within the same Use Class, because of the possible detrimental effects another use may have on the local environment.

#### **HOUSING PROPOSAL 14: [OLP]**

**Planning applications for residential care homes and for the conversion of existing houses to care homes will not be permitted unless :**

- 1) the property is easily accessible to, and conveniently located in relation to, public transport, shops and other community facilities according to the needs of residents and their visitors;**
- 2) the conversion or alteration of existing buildings, especially listed or other historic buildings and buildings in conservation areas, is undertaken without adversely affecting the building or its environs;**
- 3) the amenities of adjoining residents are not unduly affected; and**
- 4) adequate land is available within the site for usable private garden space and to accommodate required car parking and servicing facilities without the loss of established trees and prominent landscaping.**

#### **Gypsies and Travelling Show People**

~~6.37 Local Planning Authorities used to have a statutory duty under the Caravan Sites Act 1968 to provide adequate accommodation for gypsies residing in or resorting to their area under that Act. The Borough Council was a Designated Area and was not required to provide a site, since official surveys did not show that the Local Plan Area was much frequented by gypsies. The recent legislative changes have now laid the onus on gypsies to develop their own sites. These sites need to be accessible to community services and facilities, and capable of being assimilated into the surroundings. No specific sites have been identified for this use in the Local Plan Area. However, should an application be submitted for this use, the Local Planning Authority will have regard both for the Structure Plan Housing Policy 8 'Gypsy Caravan Sites' and for the following proposal. Sites for travelling show people would need to meet the same criteria.~~

**HOUSING PROPOSAL 15:**

**Planning permission for a site for gypsies and travelling show people will not be approved unless:**

- 1) it will have suitable and safe access to the site and general accessibility to the main highway network;**
- 2) it will have an adequate separation from existing houses;**
- 3) it will be adequately landscaped through measures such as tree screening; and**
- 4) satisfactory facilities are provided for refuse collection and for foul and storm water collection and disposal.**

**Specialised Housing for the Elderly or for Students**

6.38 The Borough Council's Housing Investment Programme 1995/96 identified the need for high density flats/sheltered accommodation for the elderly. The provision of specially designed accommodation not only helps to meet this need but also helps to release existing housing, which may be unsuitable for the elderly person, for family occupation. Similarly specialised accommodation for students is also required, particularly in the Oadby Hill Top area where there already established Halls of Residence. The following policy addresses the specific issues relating to this type of development but regard should also be paid to other relevant policies in the plan including Landscape Proposal 1 and, in Conservation Areas, Landscape Proposal 3.

**HOUSING PROPOSAL 16:**

~~Planning permission for halls of residence or high density flats for high density flats/sheltered accommodation for the elderly will be granted provided that:~~

- ~~1) The housing will be easily accessible to, and conveniently located in relation to, public transport, shops and other community facilities according to the needs of residents;~~
- ~~2) The amenities of adjoining residents will not be unduly affected;~~
- ~~3) in the case of elderly persons' accommodation, adequate land will be available within the site for private garden space, or where this is not appropriate or in the case of student accommodation, for the provision of adequate usable communal garden space; and~~
- ~~4) Adequate land will be available to accommodate required car parking and servicing facilities without the loss of established trees and prominent landscaping.~~

**Domestic Extensions**

- 6.39 All new development should have a satisfactory relationship with its surroundings. Landscape Proposal 1 sets out the criteria that will be taken into account when considering applications for new development, but the following proposal provides more detailed guidance for the development of extensions and other new buildings within the curtilage of a dwelling.

**HOUSING PROPOSAL 17:**

**The Local Planning Authority will not grant planning permission for the erection of extensions, outbuildings and garages within the curtilage of residential properties, unless the following criteria are met:**

- 1) the extension or new building is subordinate to the main building and of harmonious design, form and materials;**
- 2) the development does not have an unacceptably adverse effect on the visual amenities of the area;**
- 3) the development does not have an unduly detrimental effect on the amenities of neighbouring residents;**
- 4) the development does not result in an unacceptable reduction in open space around the dwelling.**

6.40 Supplementary planning guidance for domestic extensions and alterations has been issued by the Borough Council. The aim of this guidance is to assist applicants in designing acceptable proposals.

**Satellite Antennae**

~~6.41 Tremendous advances in recent years in the field of telecommunications have resulted in much demand for the erection of satellite antennae on houses in the Borough. Certain types of installation are permitted by the Town & Country Planning (General Permitted Development) Order 1995. However, when considering planning applications for such antennae, the Borough Council take into account the position of the antenna on the house or within its curtilage; its visibility from neighbouring properties and within the street scene in general; its size, shape, colour and type of mounting bracket; screening of the antenna (accepting that antennae must have a clear line of sight); and future developments (for example, the antenna should be removed if it becomes abandoned or not in use).~~

**HOUSING PROPOSAL 18:**

**Planning applications for satellite antennae or terrestrial microwave antennae and any other related apparatus will not be permitted unless the antenna is:**

- 1) usually located to the rear of the property, preferably at ground level;**
- 2) effectively screened, where possible, by new or existing planting, fences or screen walls if sited on the ground;**
- 3) painted so as to match the immediate surroundings;**
- 4) of the minimum size to require a planning application where the antenna is in a prominent location; and**
- 5) is removed immediately the equipment becomes abandoned or not in use.**



## 7. INDUSTRY AND EMPLOYMENT

### INTRODUCTION

- 7.1 The Local Plan Area is not a self-contained unit for employment purposes. Over 60% of the economically active sector of the population worked outside the Borough in 1991. However, recent censuses of employment would suggest that about 50% of the jobs available within the Borough are, in their turn, filled by non-residents. For the Borough as a whole, the 1991 Census of Employment showed that employment is almost wholly divided between the manufacturing and construction industrial activities (46%) and the various service industries (53.5%). The manufacturing base, which is strongest in Wigston and South Wigston, is diversified and includes printing, precision and electrical engineering, food processing and plastics.
- 7.2 Traditionally, Oadby and Wigston has enjoyed a very low unemployment rate. During the recent recession, the absolute level of unemployment rose in the Borough, and the position in relation to other Districts in Leicestershire worsened. Since the end of 1992 this trend has fluctuated but at August 1995 the Borough had an unemployment rate of 4.3%. The Local Planning Authority is still concerned at the lack of available land for industrial development which limits job creation opportunities. Consequently, the Local Planning Authority considers that it is imperative that existing employment uses should be protected within the identified employment areas. The Authority would also wish to see an improvement to the quality of the environment of industrial areas in order to make them more attractive places to work.
- 7.3 The 1987 Use Classes Order created a new business (B1) class to include those employment activities which were by their nature compatible with residential areas. The recognition that these uses can coexist is important since it enables jobs to be made more accessible to those members of the community who may be disadvantaged within the job market. The close integration of the living and working environment would also be more sustainable and energy efficient. Nevertheless, it is essential to ensure that the introduction of a business use does not lead to a reduction in quality of the residential environment.

### OBJECTIVES

7.4

- To take a positive approach to the employment needs of the Borough and as far as possible to make employment opportunities accessible to all sections of the community.
- To protect existing employment uses within the identified employment areas and to seek to maximise employment densities.
- To encourage the development of business uses while ensuring that there is no adverse impact on the local environment.
- To encourage the enhancement of the industrial environment.

## **NEW COMMERCIAL DEVELOPMENT**

- 7.5 Chapters 3, 4 and 5 contain a number of proposals which apply Plan-wide and which are relevant to all new development. The following proposals have a more specific application to employment developments particularly those which are grouped together as Class B uses in the Use Classes Order. This class encompasses a range of uses, of which Business uses may be quite acceptable within the residential environment (B1) while general industry and warehousing (B2 and B8) are normally segregated from it to varying degrees. In line with Government Guidance set out in Planning Policy Guidance 4 'Industrial and Commercial Development and Small Firms', the Borough Council wishes to support and encourage employment uses in the Local Plan Area. Nevertheless, within the closely built-up areas of the Borough, new commercial development, including changes of use, needs to be carefully controlled to ensure that the overall quality of the local environment is preserved and, if possible, enhanced.
- 7.6 Extensions or alterations to existing premises may also have an intrusive impact on a locality in terms of traffic generation or loss of important open space within a site. A use which is acceptable in the first instance may cease to be so if extended too close to neighbouring properties or if the use within the site is over-intensified. Reference should be made in particular to relevant proposals in Chapter 3 in this context.

### **Quality of the Visual Environment**

- 7.7 It is just as important for industrial premises and areas to have a high quality environment as other parts of the urban fabric. The Borough Council, in considering applications for commercial development, will have regard to the design considerations set out in paragraphs 3.9 to 3.18 (Landscape Proposals 1 and 2) and where appropriate will give support to schemes to improve the appearance of existing industrial areas.

### **Identified Employment Areas**

- 7.8 Within the Local Plan Area, there are several concentrations of industrial premises, the majority being located in the corridor between Wigston and South Wigston. These areas provide the main source of employment land in the Borough. The Local Planning Authority would wish to ensure that these areas continue to fulfil this function and accepts that changes will need to be made to premises to meet new circumstances.
- 7.9 However, the supply of business and industrial premises is constrained and job opportunities are likely to reduce if industrial premises are redeveloped for other purposes. The Local Planning Authority considers that it is important to retain as many existing business and industrial units as possible and therefore will protect the availability of employment uses within the identified employment areas. Proposals to convert premises to retail or recreational uses would be more appropriate if directed at town centre locations, although factory shops ancillary to an industrial use may be acceptable.

### **EMPLOYMENT PROPOSAL 1: [OLP]**

**Within those identified employment areas indicated on the Proposals Map, development, redevelopment or changes of use for employment purposes will be permitted.**

**Proposals to change the use of land or buildings from B1, B2 or B8 to any use outside Class B1 will not be permitted unless:**

- (1) the new use is complimentary or ancillary to an existing or proposed employment use; or**
- (2) the land and buildings are unfit for employment purposes; and**
- (3) an alternative comparable site for employment is made available within the local plan built up area.**

### **Provision for Parking and Servicing**

- 7.10 One of the major causes of concern relating to commercial premises is provision for parking and servicing facilities. Where there is insufficient on-site parking, the surrounding streets will be used for all-day parking by employees. This can cause a number of problems, including making it difficult to access other premises. Highway congestion may also occur when loading and unloading takes place on the street. On occasions this can lead to a total blockage of vehicular traffic movements and can cause problems for access by emergency vehicles. Consequently, service vehicles should be able to load and manoeuvre in the site. Heavy goods vehicles should also be able to enter and leave a premises in a forward direction in the interests of public safety. Particular reference should be made to policies in Chapter 5, including Transport Proposal 19 which relates to parking and associated issues.

### **Open Storage**

- ~~7.11 The open storage of goods and materials can detract from the visual amenity of an otherwise acceptable development and will normally be discouraged by the Local Planning Authority. Where such storage is established as necessary, provision should be made in the application for adequate screening and conditions will be imposed to ensure that there is no adverse effect on amenity.~~

**EMPLOYMENT PROPOSAL 2: [WDP]**

**~~In the case of new proposals for industrial, office, or storage uses (Use Classes B1, B2 & B8) where the open storage of goods and materials would be likely to have an injurious effect on amenity, conditions will be placed on the location, extent and height of such storage areas.~~**

**Hours of Business**

~~7.12 In some locations it may be necessary to limit the hours of commercial activity in order to protect the amenities of the surroundings. The Local Planning Authority will consider the merits of an individual application in relation to the site's location within the road network and the nature of the properties which reasonably could be affected, directly or indirectly, by the proposed development.~~

**EMPLOYMENT PROPOSAL 3:**

**~~The hours of operation of offices, industrial and storage uses (Use Classes B1, B2 & B8) will be the subject of conditions, where this is necessary to protect the amenity of adjoining areas.~~**

**Impact of Development on Adjoining Areas**

7.13 The identified employment areas of the Borough, including those areas allocated for development in paragraphs 7.17 to 7.23, all lie in close proximity to residential areas. In some cases opposing road frontages are in industrial and residential use; in others industrial and residential properties adjoin each other along the same road. In these locations the Borough Council may wish to impose conditions on new development to ensure that the amenities of residents are protected. Because of the proximity of industry and housing within the Borough it may not be possible to satisfy the requirements of Structure Plan Policy EM7. Normally, too, only light industry and office (B1) uses will be acceptable where development would be close to residential properties.

**EMPLOYMENT PROPOSAL 4: [OLP]**

**Planning permission for new employment development, or to change the use of industrial or warehousing units (Use Class B1, B2 OR B8), close to residential properties, will not be granted without planning conditions to ensure that the amenities of adjoining residents are protected.**

**FUTURE PROVISION**

7.14 The Leicestershire Structure Plan has set an allocation of a 10 hectares of employment land to be provided over the period 1991 to 2006. At the 31st March 1995 the Employment Land availability was:

<b>Land with outstanding planning permission</b>	<b>hectares</b>
Land off Harrison Close, South Wigston	0.19
Land off Chartwell Drive, Wigston	3.18
	3.37

<b>Land allocated in the Wigston District Plan</b>	<b>hectares</b>
The Railway Triangle, South Wigston	5.69
Land west of Magna Road	0.55
	6.24

The Local Planning Authority intends to carry most of the above allocations forward in to this Local Plan since the land is well-related to existing industrial areas and is currently unused. However, about 2.58 hectares of the area of the Railway Triangle has been deleted from the allocation because of its recently established ecological value. The sites identified in the Local Plan to meet the total required allocation are:

Outstanding Commitments	3.37ha
Outstanding allocations	
Wigston Railway Triangle (part)	3.14ha
Land west of Magna Road	0.55ha
New allocations	
Balance of Chartwell Drive Railway Sidings	0.81ha
Sports field off Tigers Road	0.80ha
	8.67ha

7.15 Despite the constraints which affect these sites, the Local Planning Authority considers that they can be developed viably and that it is important that these sites are brought into a beneficial use. Focusing the new industrial development within the urban area will also help to achieve the Council's aims to increase energy efficiency and avoid the loss of open land outside the built-up area. The Local Planning Authority has considered whether or not there are alternative sites available and considers that any other options would be both environmentally damaging and would conflict with the strategic aims of the Local Plan. Continual monitoring will take place through the Employment Land Availability Survey to ensure that adequate employment land is available.

7.16 The Environment Appraisal has examined both the general proposals in the plan and those directed at specific sites. The impact of the proposals is generally neutral. Where new development takes place, whilst there will be

some loss of existing open land, most of the new development requires tree planting and landscaping which will go some way to ameliorate the impact.

### **The Wigston Railway Triangle**

- 7.17 The Wigston Railway Triangle forms a rail-locked site which is largely surrounded by the existing and proposed industrial uses. Access to the site must be gained from Bennett Way, which provides a link to the B582, Blaby Road, and which will require the construction of a bridge over the railway line. It will also be necessary to improve the junction between Blaby Road and Bennett Way to aid right turning movements. The bridge and the distributor road within the site will need to be built to adoptable standards, and access through the site will be required to serve the new station car park for South Wigston Station (see Transport Proposal 9). Because Bennett Way is adjoined by residential properties and because of the character of the B582, the Local Planning Authority does not consider that the site would be suitable for distributive uses.
- 7.18 This site has been allocated to meet the strategic requirements for industrial land since 1982. In July 1994 objections to the draft plan were received because of the ecological value of the site. Three ecological surveys have been carried out and as a result of these surveys an area of about 2.58 hectares of land on the eastern part of the site has been designated as a site of District level ecological value. The remainder of the site has provisionally been designated as being of Parish level significance. Only where an overriding local need can be shown should development of the area of District level value be allowed. Sufficient employment land has been allocated. Consequently the District level site has been excluded from the proposed development area. The area of parish level ecological interest may be developed because of the lack of alternative sites suitable for employment use (see Conservation Proposals 4 & 5).

**EMPLOYMENT PROPOSAL 5: [WDP]**

**About 3.14 ha is proposed for employment purposes (Use Class B1 - light industry and offices) at the Railway Triangle to be accessed from Bennett Way, South Wigston. Development will not be permitted unless:**

- 1) vehicular access is provided through the site to serve the proposed South Wigston Station car park; and**
- 2) junction improvements are provided on Blaby Road to facilitate right-turn movements into and out of Bennett Way for this use and the station car park; and**
- 3) the area of district level ecological interest shown on the Proposals Map, which includes the unimproved grassland and the adjoining wetland area, shall remain undeveloped and shall be protected from an adverse impact by means of a planning obligation.**

**Other Sites**

7.19 About 0.5 hectares of additional industrial land to the south of existing employment uses on Magna Road was identified in the Wigston District Plan. Immediately to the west of this area, across a flume, is an area proposed for public open space (see paragraph 9.12) and to the south is an area currently being developed for residential use. Between the industrial and residential allocations lies an area about 0.4 hectares which was identified for allotment uses in the Wigston District Plan in order to provide a buffer between the industrial and residential uses. However, it will be necessary for substantial tree planting to take place along the south and west borders of the industrial development area, in order to reduce the impact of the development on the adjoining open space and allotment areas. Investigation of ground conditions may be necessary for this site (see paragraph 4.25).

**EMPLOYMENT PROPOSAL 6: [WDP ]**

**An area of about 0.55 ha accessed from Magna Road is proposed for employment purposes (Use Class B1 - light industry and offices). Development will not be permitted unless :**

- 1) substantial tree planting is provided adjoining the southern and western boundaries; and**
- 2) the form and scale of the development are well related to the nearby residential areas.**

~~7.20 The area of railway sidings, extending south of Chartwell Drive and east of the London Main Line, is no longer required for operational purposes. This is the last large site within the urban area of the Borough which is suitable for industrial use. To the north and the east this area is adjoined by industrial~~

premises, but a sheltered housing scheme has recently been completed immediately to the south. Consequently it will be necessary for the development of the southern portion of the site to be compatible with the nearby residential properties and for a soft landscape buffer to be incorporated between the two uses. This will entail the planting of appropriate trees and shrubs to provide an effective screen between the adjoining uses. Access should be gained to the site from Chartwell Drive which links to West Avenue. The Borough Council envisages that the site will be developed for light industry and office uses (B1) and it considers that B8, storage and warehousing uses, would be unacceptable because West Avenue also has a residential frontage. Outline planning permission has been granted on 3.18ha of this site but it is important that access is left to reach the balance of the allocation (0.81ha). The Council will also prepare a planning brief for this area.

**EMPLOYMENT PROPOSAL 7:**

**An area of 3.99ha accessed from Chartwell Drive is proposed for employment purposes (Use Class B1 – light industry and offices). Development will not be permitted unless:**

- 1) a soft landscaping buffer is provided to ensure adequate screening between the new development and adjoining residential properties; and**
- 2) development of the whole of the site is not prejudiced.**

- 7.21 In South Wigston, land to the north of the railway line and to the west of Saffron Road is currently in a number of Government uses. The northern part of this area is predominantly in a residential use as married quarters, but the southern portion of the site is largely in employment uses although one building is used as a resettlement centre and there is also some recreational land. It is possible that the Army Pay Office on Tigers Road will be closed as part of a reorganisation of this function. As a consequence of this and other changes it is possible that some or all of this land may cease to be owned by the Crown and it is appropriate for the Local Plan to provide guidance for potential redevelopment. The Local Planning Authority considers that a continuation and possible extension of employment uses (light industry and offices) would be most appropriate for this area because of its location close to South Wigston Station and to local bus routes. Consequently, this area has been shown on the Proposals Map as an identified employment area. (See Employment Proposal 5). The proximity of the railway line and the Glen Parva Young Offenders Institution would reduce the attractiveness of the area for other uses.
- 7.22 An area of land of some 1.55 hectares which forms a sports fields on the Crown land at Tigers Road could be developed for light industrial and office uses should the land cease to be owned by the Crown. However, about 0.75 hectares of the land may be required by TAVRA. The site is close to existing office uses and the Glen Parva Young Offenders Institution and this would

reduce the attractiveness of the site for other uses. It is close to existing bus routes and South Wigston Station making it readily accessible. As the land is currently in recreational use reference should be made to Recreation Proposal 3.

**EMPLOYMENT PROPOSAL 8:**

**About 0.8ha of land currently used as a sports field off Tigers Road, is proposed for a Business Use (Use Class B1 - light industry and or offices).**

**Business Start-up Units**

- 7.23 Although a range of unit sizes are available on the various industrial estates of the Borough, these are not always suitable to accommodate new businesses which are just starting-up. There is a small but steady demand for this type of use which often develops from businesses which were originally run from home. The Borough Council would wish to see a range of unit sizes provided in new speculative development in order to help meet this need.

**EMPLOYMENT PROPOSAL 9:**

**Planning permission will not be granted for new speculative development on employment allocations, or speculative redevelopment in identified employment areas, unless a range of unit sizes is provided.**

**EMPLOYMENT USES OUTSIDE THE IDENTIFIED EMPLOYMENT AREAS**

- 7.24 The built-up area of the Borough can be divided broadly into three categories in respect of employment uses. There are the identified employment areas already described; there are areas of mixed use, largely in the town centres and older areas, and there are areas of more modern residential estates where non-conforming uses rarely occur. Considerable problems can arise in the areas of mixed use where residential properties closely abut industrial premises and where the processes carried out generate noise or fumes. The Local Planning Authority considers that the introduction of further inappropriate uses is to be avoided in the interest of residential amenity and it will refer to Landscape Proposal 1 when deciding whether, any industrial or warehousing development would adversely affect the amenities of adjoining residential properties.
- 7.25 The Local Planning Authority has surveyed the industrial uses which lie outside the main employment areas and has categorised the degree of conflict generated with adjoining uses. While the dispersion of employment opportunities through the urban fabric is generally to be welcomed, it is not always appropriate to resist changes to other uses. In some cases premises will be unsuitable for present industrial processes, in others the use of the premises will be inappropriate. These sites can provide the potential for

conversion or redevelopment for residential purposes which will help to meet the windfall housing requirement.

**EMPLOYMENT PROPOSAL 10:**

**Planning permission for the redevelopment or conversion of existing employment uses outside the identified employment areas will be approved where:**

- 1) the Local Planning Authority is satisfied that the premises are no longer suitable for an employment use; or**
- 2) there is an existing conflict between the approved use and its surroundings.**

7.26 Between Station Street and Bennett Way in South Wigston the existing uses fall outside an identified employment area. The Local Planning Authority is concerned at the loss of residential amenity caused by bus movements in Station Street and would wish to see this traffic removed if at all possible. Should redevelopment of all or part of this area be proposed for employment purposes, the Authority would assess this against the requirement of Employment Proposal 14 and in addition would have regard to the criteria set out below. Alternatively a residential use would be encouraged (see Housing Proposal 12).

**EMPLOYMENT PROPOSAL 11:**

**Applications for redevelopment for employment purposes of the land bounded by Station Street, the railway line, properties on Bennett Way, and north of the public car park, will be permitted where:**

- 1) all vehicular access is from Bennett Way and improvements are provided to the junction with Blaby Road to facilitate right turning movements;**
- 2) there is no significant adverse impact on nearby residential properties;**
- 3) the site is used for light industry and office use (Class B1 (Business) Use);**
- 4) appropriate landscape screening is provided; and**
- 5) a high quality of design is achieved.**

**Business Uses**

7.27 Not all commercial activity is inappropriate in mixed use and residential areas. The inclusion of the B1 use class in the 1987 Use Classes Order arose

because many office, research and development and light industrial activities can be carried out with no loss of amenity to their surroundings provided that parking, service access and design constraints are met satisfactorily. In view of the relative scarcity of available industrial land in the Local Plan Area and in the light of Government advice that such uses are to be encouraged, the Local Planning Authority will normally look favourably on proposals for such development and changes of use as long as they conform to the proposals set out earlier in this chapter and elsewhere in the Local Plan. Particular reference should be made to Landscape Proposal 1 and Transport Proposal 20.

- 7.28 Many small businesses are run solely or partially from home, maybe through the use of part of the house as an office. As long as such uses are ancillary to the dwelling and do not cause any adverse impact on adjoining properties, they are unlikely to require planning permission. When an activity increases to the point that planning permission is required because of its impact on the local environment, the Local Planning Authority will consider whether, with appropriate conditions, the use could remain acceptable in its existing location. Running a business from home can cut down on travelling and other energy costs and can provide a flexibility of working which is helpful to those with caring commitments. However, such uses must at all times remain ancillary to the dwelling. The Local Planning Authority will have regard to the criteria set out in Landscape Proposal 1 and Transport Proposal 19 and it will, where appropriate, consider the use of personal conditions.



## **8. TOWN CENTRES AND SHOPS**

### **INTRODUCTION**

- 8.1 Retailing forms a very important sector of the local economy and over recent decades this activity has been subject to change as the underlying factors such as customer mobility and population structure have altered. This in turn has led to a demand for new locations for retail uses to be permitted which are better positioned in relation to the primary route system. However, it is important to ensure that existing town centres are not damaged by this process of change, since these areas remain the most readily accessible to the local population.
- 8.2 The Leicestershire Structure Plan recognises the need to sustain and enhance the role played by town centres in The Central Area and Shopping Policies 2 and 3. This approach is compatible with Government guidance as set out in Planning Policy Guidance 6 'Town Centres and Retail Developments', which emphasises the important role that town centres have and the need to ensure that as a consequence of large or cumulative new retail developments they do not suffer a marked reduction in the range of services they provide or a general physical deterioration, which could affect their overall vitality and viability. Despite increased consumer mobility, the town centres will remain the most readily accessible shopping areas for most people.
- 8.3 A second major area of change lies in the uses which visitors to a town centre expect to find there. This is reflected in the Use Classes Order of 1987 which set out three groups of uses which were appropriate to shopping areas: shops; financial and professional services; and the sale of food and drink. All these uses have their place in a town centre but it is important that the retailing function is not undermined by a disproportionate number of non-shopping uses and that the character of the shopping street is not adversely affected by the introduction of too many non retail uses. Within the primary shopping areas the Local Planning Authority will wish to ensure that the cumulative impact of these activities is minimised by a policy of dispersion.
- 8.4 The Local Plan Area includes two main town centres, in Wigston and Oadby, as well as a smaller town centre in South Wigston. In addition, there are several neighbourhood shopping parades and a number of single local shops. Together these facilities provide for most of the convenience shopping requirements of residents and for some of their needs for durable goods. Although the Local Plan Area largely lies within a 15 minute, off-peak, drive time of the City centre and many residents chose to shop regularly in Leicester, the Borough Council is concerned to ensure that the vitality and viability of the town centres are sustained and enhanced in order to ensure the availability of local shopping choice to residents.

## **OBJECTIVES**

8.5

- To provide a variety of premises offering a range of goods and services in attractive surroundings with easy access by both public and private transport to all members of the community.
- To ensure that shopping facilities are provided to cater for the day to day needs of the residents of the Borough.
- To ensure that the vitality and viability of the town centres and the primary shopping areas are maintained.
- To encourage a diversity of uses within the town centres as a whole in order to lengthen the period of activity.
- To improve the attractiveness of the town centre and shopping area environments for visitors and local residents.

## **THE FUNCTION OF THE TOWN CENTRES**

8.6 The three town centres are shown on the Inset Maps. There is some similarity between the town centres of Oadby and Wigston; they both include Conservation Areas which are designed to protect part of the older settlement and which are characterised by mixed land uses including important areas of open space. In both centres the main shopping area has migrated and is now located on the Leicester side of the original village centre and both have benefited from the construction of roads which bypass the shopping areas, although these have not removed all through traffic. South Wigston is a much smaller centre which used to include a mix of uses but which has become predominantly a shopping area, as residential properties have been converted. Here the shopping frontages lie on either side of the Blaby Road, which is heavily trafficked.

8.7 Each centre serves its local population with a range of services and fulfils other roles such as housing and entertainment. The character and function of each centre has been identified so as to establish its strengths and weaknesses, thereby ensuring that the objectives set out earlier in the chapter can be fulfilled.

### **Wigston**

8.8 Wigston town centre provides a full range of shops and services which are used by residents beyond its immediate area. The shops are concentrated predominantly along Bell Street and Leicester Road with access to a small retail park from Bull Head Street. There are four supermarkets in the town centre with the emphasis being towards the discount end of the market, with the exception of the Sainsbury's supermarket in Bell Street. Small shops provide a full range of other services. Financial and professional services such as banks and building societies are spread through Leicester Road. Bell Street has retained a stronger retail function as the Council has, through the Local Plan and its Development Control function, resisted changes of use from shops. Four free car parks serve the centre and there is other car

parking associated with some of the larger shops such as Sainsbury's and B & Q.

- 8.9 The Central Leicestershire Retail Study (1994) identified Wigston as one of two shopping centres in the City environs fulfilling a second tier role in the shopping hierarchy, the other being Beaumont Leys on the northwest side of the City. The strength of the town centre and its weakness is the role played by the Sainsbury's supermarket. Customers are attracted to the supermarket from a wide area, bringing larger numbers of people into the town than might normally be expected of a centre of this size. This large number of shoppers ensures that the centre is busy and retains a range of variety of shops. The closure of the Sainsbury's site would have an adverse impact on the health of the town centre.
- 8.10 It is impossible to ensure that the Sainsbury's store remains open and the impact that the opening of the new store in Oadby would have is difficult to assess. For Wigston town centre to remain a vital and viable one it is necessary to ensure that, should the Sainsbury's store close, another occupier of the building comes forward and that other shops in the town centre are in a healthy trading position. It is, therefore, necessary to improve the attractiveness of the town centre.
- ~~8.11 Land at the junction of Bell Street and Bull Head Street adjoining the Council's car park in Paddock Street is a prominent site in the town centre. Planning permission has been granted for the development of this site. Should this current approval not be implemented the Borough Council will continue to press for this site to be developed, with a primarily retail frontage to Bell Street. However, development of the site could also incorporate A2 (financial and professional services) or A3 (hot food and drink uses) if these would enhance the primarily retail function of Bell Street. A Planning Brief has been prepared for the site in order to provide additional guidance as to how the site should be developed. The advantages of developing the site outweigh the limited adverse impact that this development would have.~~

~~The development site is bounded to the south by the Paddock Street public car park and the Local Planning Authority proposes that the new development be accessed across this car park with a new entrance being constructed on Paddock Street. Creating a rear access for this development, which should also serve the private car park belonging to 27-35 Bell Street, would enable Bell Street to be partially or completely closed to traffic and converted into a pedestrianised area.~~

**SHOPPING PROPOSAL 1:**

~~An area of approximately 3,600 metres<sup>2</sup> between Bell Street, Bull Head Street, Long Lane and Paddock Street is proposed for primarily retail uses, car parking and access. Development will not be permitted unless:~~

- ~~1) access and egress for the site is from Paddock Street;~~
- ~~2) replacement public car parking is provided, if necessary; and~~
- ~~3) rear access is provided through the site to serve 27-35 Bell Street.~~

**Oadby**

- 8.13 Oadby centre is a linear development consisting of properties along The Parade, Leicester Road and London Road. The major concentration of shopping is along Leicester Road and The Parade; a secondary shopping area is situated to the east of St.Peter's Church. There are five supermarkets in or near the town centre, three within the length of The Parade and Leicester Road and a large Asda which is separated from the town centre by the Leicester Road (A6). A Sainsbury's supermarket is located on a site formerly occupied by the Alliance and Leicester Building Society Head Quarters to the south east of the town centre on the A6 Harborough Road.
- 8.14 There is pressure within the main shopping frontage to change shops into Building Societies, Banks, Estate Agents and other similar uses. In order to maintain the predominately shopping frontage along The Parade and the balance of uses within the town centre the Council has operated policies which prevent non retail uses grouping together.
- 8.15 Following the opening of the Sainsbury's store, an existing supermarket in the town centre may close. There may also be some general loss of trade in the town centre as a result of people visiting the Sainsbury's store, and no longer visiting the town centre. Also, the closure of banks and buildings societies, which have a large representation in the town centre, may lead to a number of vacant units. The Borough Council is concerned to meet these pressures in order to ensure that the town centre retains its vitality and viability.
- 8.16 It is necessary to maintain and increase the town centre's attractiveness. This will encourage shoppers to visit the town centre and make it a place where retailers want to be represented. Environmental improvements proposed to achieve this include tree planting, some of which has been carried out, and the introduction of pedestrian preference along The Parade.

### South Wigston

- 8.17 South Wigston is a small district centre concentrated along Blaby Road. It serves the immediate area with most trips being on foot. The centre offers a restricted range of goods and services which are mostly aimed at the local population. Because of the centre's location on a main road, the poor environment and the lack of car parking make the centre less attractive. There is nothing that can be done about the volume of traffic using Blaby Road. In order to ease congestion in the area the provision of rear access to properties on Blaby Road is being encouraged. Two car parks are available, one at the junction of Blaby Road with Countesthorpe Road and the second on Station Street. The appearance of these car parks can be improved to make them more attractive. Most of the buildings date from the turn of the century and retain attractive original features, the retention of which should be encouraged as should the reinstatement of those features that have been lost. By providing an individual identity for the centre its attractiveness can be improved. A mix of uses need to be retained within the centre as an over representation of a particular one will reduce its attractiveness to both the local and wider population.

### New Retail Developments

- 8.18 In the face of pressure for new retail developments and to be consistent with the plan system, the Borough Council, in conjunction with the Leicestershire County Council and other district councils, commissioned the central Leicestershire Retail Strategy. The study recommended that:

*Provision will be made for about 7,450sqm of comparison goods high street floorspace (or its equivalent retail warehouse floorspace) (in addition to commitments) within or adjoining other town centres in central Leicestershire, including Wigston... and Oadby.*

- 8.19 The study concluded that there is no obvious deficiency of food stores in Central Leicestershire. However, there is a qualitative need for the provision of a superstore in the south east of the area. This need should be satisfied by the development of a Sainsbury's supermarket on the site currently occupied by the offices of the Alliance and Leicester Building society in Glen Road, Oadby and the refurbishment of the existing Asda store.

- ~~8.20 Central Government advice contained in Planning Guidance Note 6 'Town Centres and Retail Developments' recognises that town centres have a social and cultural importance and are a focus for the community, these functions being underpinned by retailing. Town centres provide a point of easy access and a wide range of goods and services which encourages multi-purpose visits. It is an objective of Government Policy to sustain or enhance the vitality and viability of town centres and the Council's strategy for the town centres has taken this as one of its central themes. The policies of the Local Plan encourage development and redevelopment for shopping purposes in the primary shopping areas (see 8.22) and the Local Planning Authority will~~

~~expect developers to ensure that all town centre locations have been thoroughly assessed before they consider edge of centre locations. Similarly, consideration should not be given to an out-of-centre site until it has been demonstrated that no edge of centre location is available. This sequential test will also be relevant to other town centre uses which attract large numbers of visitors such as entertainment and leisure facilities.~~

**SHOPPING PROPOSAL 2:**

**~~Major edge of centre and out of centre retail developments will not be permitted except where:-~~**

- ~~—~~
- ~~1) they would not directly, or when considered together with any other committed schemes likely to be developed in the short term, undermine the vitality and viability of the town centres of Oadby, Wigston and South Wigston.~~
  - ~~2) they would be accessible by public transport.~~
  - ~~3) they would be well related to the specified road network.~~
  - ~~4) they would not give rise to unacceptable vehicular and/or pedestrian traffic conditions.~~

**~~Developers will be expected to demonstrate that the availability of, first, suitable town centre sites and, second (in the case of out of centre proposals), edge of centre sites, have been thoroughly examined before a site outside the primary shopping area shown on the proposals inset map will be considered.~~**

**Primary and Secondary Shopping Areas**

- 8.21 In order to maintain and encourage a diversity of uses within the town centres ensuring the vitality and viability and prevent non retailing uses such as banks, building societies and estate agents becoming dominant the two main shopping areas have been defined on the Town Centre Inset Maps as primary shopping areas.
- 8.22 Within these areas the Borough Council will encourage shopping provision and will seek to ensure that other uses do not displace retailing as the prime function.

**SHOPPING PROPOSAL 3: [OLP]**

**Within the primary shopping areas shown on the Inset Maps, changes of use to shops or redevelopment for shopping purposes will be favourably considered.**

- 8.23 In addition to the primary shopping areas, Wigston, South Wigston and Oadby each have areas of mixed use, where shopping and other commercial

activities are interspersed with residential properties. These areas are characterised largely by the number of older properties which remain, which have helped to preserve the character of the village street scene. Where appropriate, these older areas of the town centre have been designated as Conservation Areas. Those areas of the town centres which fulfil a secondary shopping role have been indicated on the Inset Maps.

**SHOPPING PROPOSAL 4: [OLP]**

**Within the secondary shopping areas identified on the Inset Maps redevelopment and changes of use of existing premises to retail or service uses will be considered favourably provided:**

- 1) the proposed development would not have any detrimental effects on the amenities of any nearby residential properties; and**
- 2) the proposed development would be well-related to the character and appearance of the street scene.**

**Non Retail Uses**

8.24 Government policy as set out in the section PPG6 on 'non retail uses' envisages that a variety of uses be found in town centre including both retail and non retail uses the latter being grouped together as Financial and Professional Services (Class A2) and Food and Drink Uses (Class A3). In addition, other uses which fall outside these classes, such as amusement centres, may also seek space in the main shopping area. The Borough Council is concerned that some of these uses can form an uninteresting frontage in the street scene. A group of these uses can have an adverse impact on the attractiveness of the shopping street. Equally, if the balance of non-shopping uses becomes too great, the retail function of the shopping area will suffer.

8.25 The Local Planning Authority has for a number of years operated a policy designed to disperse financial and professional services within the primary and secondary shopping areas in order to avoid this cumulative impact and to retain the essential retail function which draws a shopping clientele. The recent growth in demand for hot food take-aways has made it necessary to widen the proposal to include these uses. Shopping Proposal 5 is designed to ensure that concentrations of non retail uses will not occur within the primary of secondary shopping areas.

**SHOPPING PROPOSAL 5: [OLP]**

**Within the primary and secondary shopping areas planning permission for non-retail use will be refused where it would result in three or more adjoining units being put to such uses.**

- 8.26 Within both the Oadby and the Wigston primary shopping areas there are lengths of frontage where non-retail uses are already over-represented and further changes of use would be damaging to the vitality of the town centre because the predominantly retail character of that frontage would be lost. The Local Planning Authority considers that ideally 70% of each frontage length throughout the primary shopping area, apart from Bell Street, should remain in retail use. In those lengths where non-retail uses are already over represented, the Authority will wish to ensure that the situation is not allowed to deteriorate and it would wish to direct further service uses to other parts of the town centre.

**SHOPPING PROPOSAL 6:**

**Throughout the primary shopping areas, other than Bell Street, Wigston, planning permission for non-retail uses will be granted provided that shop uses (class A1) will continue to occupy not less than 70% - or the current proportion where it is already below 70% - of the frontage lengths identified on the proposals map and in appendix 10.**

- 8.27 The Wigston District Plan included a proposal resisting all office uses in Bell Street. This has been successful in maintaining the prime shopping frontage of this street and the Local Planning Authority is anxious that this continues to be the case. The Council recognises that the presence of a cafe or restaurant could enhance the amount of activity in Bell Street, as could some other uses. However, in order to retain the prime shopping frontage, the Local Planning Authority considers that retail shopping should continue to occupy about 90% of each of the frontage lengths shown on the Proposals Map.

**SHOPPING PROPOSAL 7:**

**Within Bell Street, Wigston planning permission will be granted for non-retail uses provided:**

- 1) shop uses (A1) will continue to occupy not significantly less than 90% of the frontage lengths shown on the proposals map; and**
- 2) the development will not prejudice the proposed pedestrianisation of Bell Street.**

- 8.28 Although food and drink uses are not over-represented as a whole, in either of the Oadby or Wigston town centres, the Borough Council is concerned to ensure that localised concentrations of these uses do not come to dominate the street scene. By their nature these uses are rarely open during the whole of the day and, therefore, they generally form a break in the shopping frontage. In Wigston, these uses are over-represented on the west side of Leicester Road, between the Bell Inn and Victoria Street. In addition, this section of the primary shopping area, together with the frontage south

towards Aylestone Lane, closely adjoins residential properties to the rear and there has been a cumulative impact on the amenities of these

**SHOPPING PROPOSAL 8:**

**Applications for change of use to food and drink uses (Class A3 of the Use Classes Order) will not be permitted in the frontage of Leicester Road, Wigston Magna between Aylestone Lane and Victoria Street (West side).**

residents.

- 8.29 When considering planning applications for food and drink uses, the Local Planning Authority will ensure that any adverse impact upon the amenities of nearby residents is minimised. The new uses should also accord with Transport Proposal 13. In order to protect the amenities of the surrounding area, it may be necessary to condition the hours of opening of a proposed food and drink use. Even within the primary shopping areas, some premises may be closely adjoined by residential properties and therefore unrestricted opening would be inappropriate.

**SHOPPING PROPOSAL 9**

**Planning permission for food and drink uses including cafes, hot food take-away shops and restaurants, will be granted provided that adjacent residential amenities are not adversely affected by noise or smell.**

**Bringing Life Back Into Town Centres**

- 8.30 A diversity of uses within the town centres makes an important contribution to its vitality and viability. Flats above shops and new residential development can increase activity and therefore personal safety, while ensuring that buildings are kept in good repair. Within the central shopping areas there are a number of buildings, upper floors and areas of land which lie vacant or are underused. The Borough Council considers that it would be beneficial if these could be brought into residential use wherever possible. This will help revitalise the town centres out of shopping hours.
- 8.31 It may also be appropriate in some circumstances to allow financial and professional services or business office uses on upper floors over shops and service uses, provided that access and highway constraints can be met. Consideration should be given particularly to the premises' accessibility to those people with impaired mobility.

### **SHOPPING PROPOSAL 10: (OLP)**

**Throughout the central shopping areas, proposals for residential, financial and professional services uses and for business office uses at first floor level above shops and service uses will be considered favourably.**

- 8.32 Government guidance, as set out in PPG13 'Transport', emphasises the need to minimise car journeys and encourage the use of fuel-efficient transport modes. An over provision of car parking spaces encourages car use and will not normally be acceptable. Conversely in those locations where a good public transport service is available it may be appropriate for visitor parking to be reduced. The Local Planning Authority is mindful that car ownership rates in the Borough are high and that the number of householders without a car is likely to fall. There are consequently very few circumstances in which it will be appropriate to relax residential parking standards. However a more flexible approach to residential parking requirements may be appropriate in the main town centre area if this enables existing under-utilised and vacant floorspace to be brought into residential use. This approach is in line with Government guidance as set out in PPG6 on 'Town Centres and Retail Development'.
- 8.33 Residential properties are dispersed throughout the town centres, including within the shopping areas, but in some parts of the town centre the streets are completely residential. The Borough Council considers that it would be inappropriate for any shopping or service uses to be expanded into these residential streets. The requirements for public access and for parking provision would have an adverse impact on the amenities of the adjoining residents and on the visual character of the residential street scene.

#### **Parking**

- 8.34 Town centres form a focus for public transport but many journeys are carried out using private transport. The availability of public car parks can contribute greatly to the attractiveness of a town centre. In the town centre the need is for car parking to serve the centre as a whole and not individual buildings. In maintaining the attractiveness of a town centre, the appearance of the car parking can play a major part. Access to the car parks, the attractiveness of their environment and their security play a major part in attracting people to use them. The general policies for the provision of car parking to serve new development are set out in Transport Proposal 19 of the plan. When new development or the use of the upper floors of buildings is proposed the availability of alternative means of transport will be taken into account when assessing the car parking requirements.

#### **Amusement Centres**

- 8.35 At present there are single amusement centres in Wigston and South Wigston. In considering applications for further amusement centres the Local Planning will have regard to the advice set out in PPG6 Annex D and to the criteria set out in Landscape Proposal 1 of the Local Plan. In addition, since

amusement centres can generate a dead frontage, Shopping Proposal 5 concerning non-shopping uses will apply to these uses also. However, the prime shopping frontage of Bell Street is not considered a suitable location for an amusement centre. When determining applications for this use, the Borough Council will consider the imposition of conditions to control the environmental impact of the development.

### **Town Centre Enhancements**

- 8.36 It is an objective of this chapter that the attractiveness of the town centres should be improved in order to protect and enhance the quality of the shopping environment. It will be essential to ensure that shoppers and other visitors experience a safe and pleasant environment if the town centres are going to continue to compete with other, more up-to-date, shopping areas. The Council has begun a programme of works to enhance the footways in Wigston and South Wigston, and further work will be undertaken in all three centres as funds permit. In addition the Council will encourage private enterprise to contribute to the enhancement of the shopping areas. In appropriate circumstances the Council may also seek an ongoing legal commitment to the maintenance of a new development where public circulation areas are created.

#### **SHOPPING PROPOSAL 11:**

**The Local Planning Authority will improve the physical environment in the town centres through the preparation of traffic management and enhancement schemes.**

- 8.37 The major concentrations of pedestrian activity occur in and around the three town centres. The Local Planning Authority is concerned that these areas, and particularly the main shopping streets, should provide an attractive and pleasant environment in order that shoppers and other users enjoy their visits and wish to return. The Borough Council has been undertaking a rolling programme of footpath improvements in the town centres and this work will continue. However, traffic continues to be a problem in all three centres; the noise and fumes which are generated lower the quality of the shopping environment, while the number of vehicles can make crossing the shopping streets awkward and slow.
- 8.38 It is not feasible to remove traffic completely from any of the town centres. However, the Local Planning Authority believes that two of the prime shopping streets, Bell Street in Wigston, and The Parade in Oadby, could benefit from at least a partial exclusion of vehicular traffic, thus creating a more attractive shopping environment.

### **The Pedestrianisation of Bell Street, Wigston**

- 8.39 This is a long-standing proposal in the Wigston District Plan. Following the construction of Bull Head Street, which bypassed the town centre, Bell Street

became a cul-de-sac for vehicles, although pedestrians and cyclists are able to use it as a through route. As the premises on both sides of Bell Street were developed, rear access was provided to each. However, the service yard to the rear of 27-35 Bell Street, adjoining Long Lane, has needed to be accessed from Bell Street until a connection could be made to Paddock Street. The redevelopment of the adjoining corner block of vacant and underused land identified in Shopping Proposal 1 will provide an opportunity to close the access to Bell Street from this service yard.

- 8.40 Although the complete closure of Bell Street will not be practical until the redevelopment at the head of the street takes place, a scheme for its partial pedestrianisation could be undertaken in the meantime. Various options have been considered and the most promising solution appears to be a time-limited scheme whereby all traffic would be excluded from the bulk of Bell Street between 10.30 am and 4 p.m. On-street orange-badge parking would be available down the whole street outside the core period and would be available throughout the day in the wider section of Bell Street adjoining Leicester Road. Servicing of those properties which can at present only be accessed from Bell Street, would need to be undertaken outside the core period. Once preliminary proposals have been prepared, the public will have an opportunity to examine and comment on them.

**SHOPPING PROPOSAL 12: [WDP]**

**A scheme for the pedestrianisation of Bell Street, Wigston will be prepared and implemented so that, at each stage, satisfactory service access to all premises is available.**

**Pedestrian Preference in The Parade, Oadby**

- 8.41 The Parade in Oadby suffers from pedestrian/vehicle conflict to a much greater degree than Bell Street, because it is used as a through route both for private and public transport. In addition, short-term parking is available down part of the west side of The Parade and there are two disabled parking spaces on the east side. Because of the large number of vehicle movements, there has been a steady deterioration of the shopping environment and shopping movements to and fro across the street are difficult to undertake. A number of shops and some upstairs flats lack any rear access. In addition, no acceptable alternative bus routes have been identified which could provide the same level of service to The Parade. Although the full pedestrianisation of The Parade, between Sandhurst Street and Chestnut Avenue, may be difficult to achieve, even in the long-term, a partial pedestrian preference scheme is realistic. The mini roundabout at the junction of Wigston Road and London Road has proved very effective and there is no longer any need for through traffic to use The Parade as a route to the A6. The Borough Council has increased the number of available car parking spaces in the two town centre car parks and will continue to review the car parking situation.

**SHOPPING PROPOSAL 13: [OLP]**

**A scheme to provide pedestrian preference along The Parade between its junctions with Chestnut Avenue and Sandhurst Street will be prepared for public consultation.**

- 8.42 Traffic will still need to enter the town centre primary shopping area along Chestnut Avenue and Leicester Road/London Road in order to reach car parking and adjoining residential areas. However, the Local Planning Authority will seek to discourage through traffic movements and will investigate the feasibility of reducing vehicular speeds in order to improve pedestrian safety in this area. A similar approach will be followed in respect of the length of London Road between New Street and Mount Road, which falls in the secondary shopping area.

**SHOPPING PROPOSAL 14:**

**At each stage in the implementation of a pedestrian preference scheme for The Parade, account will be taken of the impact of the scheme on surrounding streets and it will be ensured that satisfactory replacement car parking and service access to existing premises is available.**

**Blaby Road Shopping Centre**

- 8.43 The Local Planning Authority has encouraged the expansion of Blaby Road Shopping Centre by allowing the conversion of residential properties to retail and other town centre uses. However the frontage properties originally had no rear access or off street parking. The Wigston District Plan proposed that considerable gains in traffic movement and pedestrian safety could be achieved by the provision of a rear access to serve all the properties. This would allow off street parking and loading/unloading facilities to be developed. Some lengths of rear access have been provided and the Local Planning Authority wishes to ensure that completion of the remaining access routes is not jeopardised by inappropriate development.

**SHOPPING PROPOSAL 15: [WDP]**

**The Local Planning Authority will ensure that no new developments are permitted that would prejudice the achievement of satisfactory rear access and parking facilities to serve the Blaby Road Shopping Area.**

**Quality of Town Centre Developments**

- 8.44 The Local Planning Authority is concerned that access for those people with impaired mobility should be improved within the town centre. It is not possible

for the Authority to remedy the deficiencies in existing premises, but where applications for new development or for new shop fronts are considered, easy access to the premises will be required (see paragraph 5.44).

- 8.45 The pressure to refurbish shops, including the provision of new shop fronts, is a reflection of the need for shops to attract customers and remain competitive. The Local Planning Authority welcomes the investment in the premises which this represents, but is concerned that the design of a new shop front often shows no regard either for the rest of the facade of the building or for the relationship with the adjoining frontages. The design and good condition of shop fronts is a major element in the visual attractiveness of a shopping street as is the careful use of colour. Where a predominantly Victorian frontage remains, as in the Blaby Road shopping area, this is particularly relevant. The Authority would also wish to encourage a return to multipane windows when shop fronts are redesigned.

**SHOPPING PROPOSAL 16:**

**Planning permission will not be granted for replacement shop fronts unless they relate to the building's facade and character, and the character of the street scene as a whole.**

- 8.46 The Local Planning Authority recognises that security is an increasingly pressing concern for many shopkeepers and occupiers of commercial premises. It considers that the use of smaller individual panes of glass within a multipane window would result both in a lower incidence of window breakages and lower replacement costs when individual panes are damaged. However, in considering whether to install shutters or grilles, it is necessary that the impact on the visual environment is also taken into account. The Local Planning Authority would prefer to see security screens fitted internally when they are necessary, because this is less damaging to the facade of the building. If it is necessary to fit rolled shutters externally, then the existing shop front should, if possible, be modified to allow the box housing the rolled shutter to be recessed. Solid screens and shutters have a more damaging effect on the street scene than openwork grilles and shutters, while the latter allow police and public surveillance of the building's interior. Galvanised metal and plain aluminium shutters and grilles present an unfinished appearance and are unsightly. They also encourage graffiti. Modern external security fittings will always be inappropriate for a listed building and they are unlikely to be acceptable in the Conservation Areas where development should preserve or enhance the character or appearance of the area.

**SHOPPING PROPOSAL 17:**

**The Local Planning Authority will not grant permission for external security protection that will have an adverse effect on the character of the building or appearance of the area.**

## **SHOPPING USES OUTSIDE THE CENTRAL SHOPPING AREAS**

### **Neighbourhood Shopping**

- 8.47 Most shops and service uses within the Borough are concentrated in the central shopping areas. Nevertheless, the shopping parades which are located within the residential areas fulfil a very useful role by bringing the sale of convenience goods and other retailing services within reach of those who do not have easy access to private transport. The Borough Council would not wish to see the retail function of these neighbourhood facilities undermined by the introduction of other services, such as financial or business uses.

#### **SHOPPING PROPOSAL 18:**

**Within parades of shops outside the primary and secondary shopping areas applications for the change of use of retail units to other uses which will not provide a local service will not be permitted.**

- 8.48 In addition to the neighbourhood parades, there is a number of single shop units in some areas of the Borough. These retail outlets can fulfil a local shopping need, but they rarely have adequate car parking or servicing provision. Should any of these units become vacant, applications for their change of use will be considered in the light that the impact of the new use will have on the surrounding area.
- 8.49 In some of the newer residential areas of the Borough, shopping parades have not been included as part of the development and this has resulted in areas of deficiency where local shopping needs are not being met. The situation is made worse because these new residential estates are some distance from the town centres and have only limited public transport available. At Oadby Grange, the listed farmhouse and its curtilage buildings are being converted to a public house. This goes some way to meeting the demand for local services. However, there are no shops or other services in the locality. Part of the housing site remains to be developed where it may be possible to provide local shops and other services.
- ~~8.50 Other parts of the Borough are equally poorly served by local facilities. Applications for shops or other services may be acceptable where such a development would not have an adverse impact on the amenity of adjoining residential property or the character of the area.~~

**SHOPPING PROPOSAL 19:**

~~Planning permission for small retail uses outside the primary or secondary shopping areas will not be granted unless:~~

~~1) the development will not cause harm to the character of the area or undue loss of amenity to adjoining properties.~~

**Car showrooms and car sales**

~~8.51 It is not always feasible to accommodate this use within a defined shopping area because of the land area required. However, this use carries the permitted development right to convert to an A1 retail use by virtue of the Town and Country Planning (General Permitted Development) Order 1995. The Local Planning Authority is concerned to ensure that all new shopping facilities are well related to the defined shopping areas. Consequently, the Authority will consider whether or not it would be appropriate to impose a condition removing this permitted development right when determining applications of this type as the creation of shops poorly related to the defined shopping areas is not acceptable.~~

**SHOPPING PROPOSAL 20:**

~~When determining applications for car showrooms and car sales outside the primary and secondary shopping areas, the Local Planning Authority will consider the need for a condition removing the permitted development right to convert to a Class A1 retail use.~~

**Factory Shops**

8.52 Manufacturers often have limited spare capacity which they wish to utilise by setting up factory shops. Provided the goods to be sold have been manufactured on the premises, and the shop remains ancillary to the industrial use, this type of activity may be quite acceptable. However, the shop should not impede other businesses by causing traffic congestion or endanger the public because satisfactory arrangements cannot be made for access or car parking. Proposals where goods are delivered for sale would be more appropriate in the town centres, where they could be closely related to the shopping areas.

## 9. LEISURE AND RECREATION

- 9.1 Leisure and recreational land uses form an increasingly important subject in local plans for several reasons. Many of these activities involve considerable areas of land and frequent travel movements. There is an increasing awareness of the need to encourage active forms of recreation in order to maintain a healthier population. Nearly all sectors of the population have more time for leisure activities and the number of people involved in physical activity is expanding as groups which previously did not participate are encouraged to join in.
- 9.2 Government guidance has made it clear that a local authority should assess the recreational needs and strengths of its area and should develop a Recreational Strategy to guide the management, use and future development of recreational facilities within it. The Borough Council has begun the preparation of such a strategy, although it will take some time to complete, and this should provide the framework within which the Local Plan proposals will be reviewed at the first Alteration of the Plan. Market research is to be undertaken to establish residents' views of the available leisure provision.
- 9.3 One of the main strategic aims of the Council is 'to promote the health and quality of life of all residents'. To this end, it is important that recreational facilities are accessible to all potential user groups and are appropriately distributed throughout the Borough. Although a considerable proportion of the Borough's area is in some form of recreational use, many of the facilities are private and are only available to restricted user groups. The Council wishes to ensure that existing leisure facilities, whether public or private, are not lost and that sufficient provision is made for the future because, when measured against the standards of the National Playing Fields Association, there is a substantial shortfall in the outdoor playing space available to residents in the Borough. A further way to improve the availability of resources within the Borough would be to extend the use of educational facilities such as school playing fields.
- 9.4 The proposals set out in this chapter address the leisure and recreation needs of the Borough's population and in a number of cases have been brought forward from existing adopted Local Plans. It is envisaged that a number of the land use proposals in this chapter may be implemented by the Borough Council, as funding permits, but there is also scope for private agencies to undertake the provision of leisure facilities. This may be as a consequence of other development or it may be the result of a leisure proposal. The development control proposals included in this chapter will help to guide any such applications. Government policy clearly envisages Local Authorities increasingly acting as enablers and facilitators, and this will lead the Borough Council to seek additional means of implementation such as grant aid and partnership schemes.

## **OBJECTIVES**

### 9.5

- To provide and maintain good recreational facilities which are accessible to all residents.
- To protect existing recreational resources and increase the level of provision within the Local Plan area.
- To increase the level of participation in sport and recreational activity by ensuring that there is a balanced range of opportunities for sport and recreational activities.
- To look especially at and to give priority to the needs of people who lack resources or face disadvantages.
- To safeguard and improve access to the countryside and green wedges.
- To encourage appropriate recreational activities in the green wedges and countryside.
- To develop partnerships wherever possible with the local community, voluntary organisations, the private sector and other bodies to aid in the implementation of these aims.

## **ACCESSIBILITY AND AVAILABILITY OF RECREATIONAL FACILITIES**

9.6 ~~The Borough Council attaches considerable importance to making buildings accessible to all. A similar regard should be had when considering open space activities in order to encourage participation by the widest possible user group. In many cases, improved accessibility can be achieved largely through forethought in the design process. Internal accessibility and facilities are a matter for Building Control. However, external features such as paths, gates, ramps and parking facilities are subject to planning control.~~

### **RECREATION PROPOSAL 1:**

**~~Applications for recreational developments, including outdoor facilities, will not be permitted unless appropriate provision has been made to enable people with disabilities to access the development.~~**

9.7 ~~The National Playing Fields Association (NPFA) has adopted a minimum standard for the provision of public outdoor playing space of 2.43 hectares per 1,000 population, which was previously known as the 6 acre standard. The Borough population is just over 53,000 (1994 Mid Year Estimate) and this would suggest that there is a need for 128.8 hectares in the Borough, about one-third of which should be children's play areas. However, the outdoor playing space available in the Borough totals 44.1 hectares, over half of which is children's play space. These figures do not include educational or private playing fields as there is only limited public access to these. It is important to remember that this is land intended for active recreational use of both an informal and formal nature. The open space proposals included in this Local Plan will eventually provide a further 62.6 hectares of public open space,~~

largely for informal recreational use and amenity use. This will go some way to meeting the 84.7 ha deficit in the Local Plan area. However, it does not address the shortfall of playing pitches to be found in the Borough.

~~9.8 The Borough Leisure Strategy, which was formally adopted by the Council on the 7 November 1995, recommends that the Council adopt the NPFA methodology for assessing pitch requirements. This assessment will be undertaken at a future date and will relate pitch availability to the demand generated by local teams. In the meantime the Regional Council for Sport and Recreation has recommended a minimum additional provision of two public football pitches in the Local Plan Area in order to meet the shortfall in formal sports pitches. Additional pitches have been created at Coombe Park but the demand is still growing. The majority of formal pitch provision in the Borough is currently in educational or private use. The Leisure Strategy adopted recommendation states that the most appropriate way to extend pitch availability in the Borough is for existing facilities to be made available for a wider community use. The emergence of local management of schools and of grant maintained schools has meant that these institutions are becoming more interested in maximising the use of their resources and the Borough Council will take positive steps to progress joint use arrangements for school facilities in the Borough. Because of the shortfall of public open space for youth and adult use, identified in paragraph 9.7, together with the shortfall in formal pitch provision the Local Planning Authority normally will wish to ensure that recreational land within the Borough is retained 'to meet the growing need for recreational land in the wider community' (PPG 17 paragraph 41). It will also encourage private investment in leisure facilities where these can be provided without causing conflict with other policies in the Local Plan, such as Landscape Proposal 1 and Transport Proposal 19.~~

**RECREATION PROPOSAL 2:**

**Applications will be approved for:**

- 1) The provision of new leisure and recreation facilities; and**
- 2) For the adaptation or improvement of existing facilities where this is for the purpose of providing extended usage.**

~~9.9 The Local Planning Authority considers that there are very few circumstances when the loss of recreational open space will be justified. However, it may be appropriate to allow redevelopment of a small part of a site where this will enable existing facilities to be retained and enhanced. It may also be appropriate to allow the relocation of playing fields or other recreational land where this will enable a wider development or highway scheme to proceed. For example, the proposal to build the Eastern District Distributor Road has resulted in the University of Leicester wishing to relocate its playing fields close by in the green wedge. However, it is important that, in accordance with Leicestershire Structure Plan Leisure Policy 3, such 'suitable alternative provision is made close enough to serve the same community' and that the~~

original recreational land should not be lost until it is definite that the redevelopment is going ahead. Replacement of an existing facility by new facilities in the urban fringe is not generally satisfactory as this will result in a much less convenient location and will increase the likelihood of journeys needing to be made by car. Junior sports users in particular are likely to be disadvantaged if journey length is significantly increased. Many playing fields within the built-up area also form valuable green areas which contribute to the overall amenity of the urban scene.

### **RECREATION PROPOSAL 3: [OLP]**

**Applications involving the loss of formal and informal recreation facilities will not be permitted unless:**

- 1) replacement recreational facilities are provided in a location which will serve the same community and which are of equivalent community benefit in terms of quality and accessibility; or**
- 2) the redevelopment of a small part of the site will result in the retention and enhancement of the recreational facilities on the balance of the site.**

### **Provision of New Recreational Public Open Space**

9.10 Casual and informal children's play space, equipped as appropriate, should be incorporated in all new residential developments and this becomes increasingly important as private garden areas are being reduced. The Local Planning Authority has for a number of years operated a pro rata standard of 0.1 hectare of such space being provided by the developer for every 50 dwellings proposed. Generally, this has resulted in an adequate level of provision in this type of outdoor playing space, although on some occasions the land provided has proved more beneficial as general amenity land than as children's play space because of either its size or its location. Both the County and the Borough Recreation Strategies propose that new development should be expected to meet the full NPFA standards which are intended to provide playing fields for a much wider age range as well as children's play space. This would require an additional 0.2 hectares per 50 dwellings and would ensure that open space was provided to meet the needs of youths and adults in a new development. This area figure has been calculated on the basis that the average household size in the Borough is 2.6 persons (based on the 1991 census) giving a pro rate requirement of 63 square metres per dwelling.

9.11 Any site providing for 10 or more houses should make provision for the appropriate amount of open space. However, although play space designed for the use of infants and young children should always be located within the development at a short walking distance and should not involve crossing busy roads, it may be appropriate, on larger sites, for the adult/youth open space requirement to be provided at a convenient location outside the site itself.

Alternatively, the Borough Council may be prepared to accept a commuted sum of equivalent value which can be put towards the provision of off-site facilities elsewhere in the locality of the development. Approximately one third of the children's play space should be equipped while the balance should be suitable for informal play. The Borough Council has prepared supplementary planning guidance to aid in the implementation of the following proposal.

**RECREATION PROPOSAL 4:**

**Planning permission for a residential development of 10 or more dwellings will not be permitted unless:**

- 1) Recreational open space is provided at a rate of 0.3 ha (pro rata) for every 50 dwellings; and**
- 2) The recreational open space is appropriately located, equipped and landscaped to meet the needs of the development.**

**Where it is neither practicable nor desirable to provide for the open space needs of a development within the site, the Local Planning Authority may be prepared to accept a financial contribution of an equivalent value towards off-site facilities elsewhere in the locality.**

- 9.12 East of Lansdowne Grove a new residential area is under development. An area of public open space at the northern end of the site was proposed in the Wigston District Plan, both to serve as an amenity for the residents and to act as a buffer use between the housing area and the nearby industrial estate to the north east. While the major cost of this proposal will be met by the developer, the Borough Council has agreed to contribute to the cost of laying out the area in this instance.

**RECREATION PROPOSAL 5: [WDP]**

**An area of about 0.6 ha east of Lansdowne Grove will be developed as informal open space.**

- 9.13 Further east, immediately to the south of Harrison Close, land was allocated in the Wigston District Plan to provide additional playing fields for the schools complex on Station Road. The County Council no longer requires the land for this purpose and it has undertaken an assessment of the site's potential. The land is made ground and was previously tipped to a considerable depth with uncontrolled waste. The Borough Council would wish to see the land remain in an open space use, to serve as a buffer between the industrial development to the north and the housing and countryside to the south. The County Council has implemented a Community Woodland Planting Scheme on the land as part of the Leicester Urban Fringe Countryside Management project. This planting will both enhance the buffer function of the land, which

separates an industrial area from housing and the countryside, and increase public access to the countryside.

**RECREATION PROPOSAL 6: [WDP]**

**An area of about 4.2 ha south of Harrison Close is proposed for a recreational open space use.**

- 9.14 Larger areas of open space are distributed throughout the urban area. In some cases, these are parks which have formal areas and sports pitches. In others, the open space is largely grassed and acts as informal amenity space. In the newer areas of Oadby, east of the A6, there is a shortage of larger areas of recreational open space, the nearest being Coombe and Uplands Parks. For this reason, the Oadby Local Plan proposed that a country park be provided to the north of the new development at Oadby Grange, which could provide space for informal recreational activities on a wider scale. The position of the park between the residential area and the countryside would enable it to act as a buffer use and a number of public footpaths fan out from the urban area at this point, providing links with the wider countryside. The agricultural quality of the land is low, since part of the area has been tipped with domestic waste and part has been tipped with subsoil, covering the remains of wartime buildings. Vehicular access to the Park would be from Florence Wragg Way but pedestrian access could be gained at a number of points where rights of way enter the Park.

**RECREATION PROPOSAL 7: [OLP]**

**An area of 20.2 ha is proposed for a country park to the east of Windrush Drive and north of the new development at Oadby Grange.**

**Recreational Public Open Space for the Meadows Estate.**

- 9.15 Although there is a significant provision of amenity open space and children's playspace within the Meadows Estate, there is no larger recreational area available which residents of all ages can use. There is a deficiency of public park provision in the eastern part of Wigston, the nearest parks being Horsewell Lane park and Willow Park in Wigston and Coombe Park in Oadby; none are readily accessible to residents of the Meadows. The Local Planning Authority considers that the provision of an additional 3 hectares of public open space on the eastern edge of the estate will provide an area where a variety of informal recreational activities can be enjoyed including games which require more space than is available on the existing open space.
- 9.16 The site which has been identified as the most suitable is the field parcel immediately to the north of Denbydale. This field is located at the southern edge of the green wedge and, although open space recreational uses are appropriate for this land, built development would not be appropriate. The presence of the adjoining linear open space would help to separate this use

from the majority of nearby houses while allowing easy pedestrian access to the park at a number of points. Vehicular access for maintenance purposes would be obtained from Denbydale and, in order to reduce the risk of on street parking by users of the open space, a small car park may also need to be provided at a future date. When detailed designs for the open space are prepared it will be necessary to ensure that the privacy and security of the properties which adjoin the site to the south will not be

**RECREATION PROPOSAL 8:**

**Planning permission will be granted for an area of about 3 ha east of the Meadows Estate and north of Denbydale and Wensleydale Road to be used as informal public open space to serve the Meadows estate provided that:**

- 1) access for maintenance and other vehicles will be from Denbydale;**
- 2) satisfactory landscaping and boundary treatments will be provided to ensure the privacy and security of adjoining dwellings; and**
- 3) no facilities for organised sport will be developed on this open space during the Plan period.**

jeopardised.

- 9.17 There is a similar need for formal and informal recreation space to serve the Wigston Harcourt Estate. The open space areas provided as part of this estate provide much of the childrens play space required. However, they do not meet the need for larger and more formal public open space for youth and adult use. A site will not be identified in this Local Plan to meet this need but work will continue so that a site can be included in the next Local Plan review.
- 9.18 The Borough Council has purchased the area of green wedge between Oadby and Wigston which lies in the narrow gap between the built-up areas. A small portion of the area has been used to build Parklands Leisure Centre (see paragraph 9.21) but the balance of the area will need to be managed in a positive manner in order to enhance its amenity value and its recreational potential. A management strategy for this land will be prepared and one long-term objective will be to open the area fully as possible to the public while still protecting the privacy of adjoining residents.

**RECREATION PROPOSAL 9:**

**The green wedge area south of the B582, (about 31.15 ha) will be managed so as to enhance its recreational potential and improve public access and ensure the protection and enhancement of the Lucas Marsh Local Nature Reserve.**

- 9.19 The construction of phase III of the Southern District Distributor Road (Palmerston Way) has increased the pressure for development at the north eastern end of the Oadby/Leicester/Wigston green wedge where it adjoins the A6. The area which has been severed by the road has been identified as an unimproved meadow of parish level ecological interest. The Inspector at the Oadby Local Plan public local inquiry supported the view of the Borough Council that the best use for this area was public open space managed so as to protect and enhance the area's ecological value. Although there are extensive areas of open land in this area the occupants of the nearby residential areas in St Peters and Grange Wards do not have ready access to any public open space. The Borough Council will make resources available to acquire the land and lay it out as open space during the life of the Local Plan.

**RECREATION PROPOSAL 10: [OLP]**

**An area of about 2.8 ha adjoining the A6 Leicester Road and north of Palmerston Way is proposed for public open space.**

- 9.20 Fludes Lane in Oadby provides a linear open space which is traversed by a right of way connecting the A6, Glen Road eastwards to the countryside. Its character is varied and east of Severn Road it forms a parish level site of ecological interest. The Borough Council wishes to see its value as a leisure route for pedestrians and cyclists increased (see Transport Proposal 5). It would also wish to see its ecological potential enhanced through the development of a nature trail. Although some land has been purchased to safeguard Fludes Lane from development, much of the right of way crosses private land.

**RECREATION PROPOSAL 11: [OLP]**

**Development will not be permitted which would diminish or adversely affect the Fludes Lane Open Space.**

**Sports and Leisure Facilities**

- ~~9.21 The indoor provision within the Borough includes swimming pools in Wigston and Oadby and these are the subject of an ongoing improvement programme. In particular, the Council is seeking to improve the facilities for people with disabilities. Demand for other kinds of indoor sporting and recreational facilities has been catered for by the construction of the new leisure centre between Oadby and Wigston. With the opening of Parklands, the major sports~~

hall deficiency identified in the Oadby Local Plan has largely been met. However, the Leicestershire County Recreation Strategy identified a remaining need for a small sports hall (sufficient for two badminton courts) which would be most appropriately provided in South Wigston. The Borough Recreation Strategy indicates that the most appropriate location for this Sports Hall could be at South Wigston High School but that the new resource should be made available for a wider community use than just serving the school. Since the Sports Hall would be developed as part of an education complex Service Proposal 3 & 4 would need to be complied with.

9.22 The East Midlands Regional Council for Sport and Recreation has also recommended that a continuing programme of provision and upgrading of changing facilities be undertaken to serve the public parks. New pavilions have been provided at Uplands Park for Willow Park and Blaby Road Park and a programme of further improvements to park facilities is set out in the Borough's Recreation Strategy.

9.23 The shortfall in formal sports pitches available in the Borough has already been referred to. Increasingly attention is turning to the provision of all-weather pitches and all-weather multiplay areas. The Leicestershire County Recreation Strategy recommended the provision of one all-weather pitch in the Borough. This has now been provided at Guthlaxton College, with joint funding from the County, Borough and Sports Councils. Other schools have sought to provide multiplay areas. While the Borough Council would, in principle, welcome the expansion of these types of sports facilities, particularly where they are also available to the local community, considerable concern can arise over the possible environmental impact of these schemes. The main causes of concern are increased traffic movements, noise, loss of privacy to adjoining residents and the impact of floodlighting to extend the use of the facility. Proposals for all-weather pitches within the Green Wedges should also have regard to Landscape Proposal 11 (paragraph 3.39-3.43).

**RECREATION PROPOSAL 12:**

**The Local Planning Authority will not permit applications for all-weather playing areas and pitches unless:**

- 1) Adequate car, coach and cycle parking is provided;**
- 2) The proposal will not unduly affect the amenities of any nearby residential properties;**
- 3) The hours of use will be controlled.**

### The University of Leicester Playing Fields

- 9.24 In the Transportation Chapter reference has been made to the need to reserve land for the construction of the Eastern District Distributor Road (see paragraph 5.10). This reservation crosses the University playing fields diagonally, disrupting a number of pitches and isolating the eastern section. Land to the west of Stoughton Road was identified in the Oadby Local Plan for replacement playing fields as, when the road is built, the University would no longer be able to achieve a satisfactory provision on the current site. In addition, the need for redevelopment of the severed area to fund the replacement playing fields has been recognised. Recreation Proposal 3 requires that replacement provision is made when recreational land is lost as a consequence of a highway scheme of wider benefit.
- ~~9.25 Leicester University has argued that the allocation in the Oadby Local Plan is not large enough as it would wish to consolidate its other playing fields on the same site. It has also proposed that this area of playing fields should be large enough to allow for the future expansion in student numbers. Leicester University has therefore suggested that a larger area of land to the east of Stoughton Road would be more suitable. The Local Planning Authority considers that the playing fields could form an acceptable use within this part of the green wedge as long as any building is kept to the minimum size and is well related to the built-up area. Outline consent for this use has already been granted but it is necessary to ensure that the detailed development will be compatible with the green wedge designation of the land and will contribute to the enhancement of the wedge.~~

**RECREATION PROPOSAL 13:**

~~An area of 22.5 ha of land south of Gartree Road and east of Stoughton Road is proposed for playing fields provided that:~~

- ~~1) access is gained only from Stoughton Road;~~
- ~~2) any building is well related to the built-up area and is restricted to the provision of minor ancillary facilities;~~
- ~~3) satisfactory proposals are made to divert the public footpath and to protect the areas of ecological and archaeological interest within the site;~~
- ~~4) the landscaping design will include large native tree species;  
and~~
- ~~5) if only part of the development takes place, the initial phase will adjoin the residential area.~~

- 9.26 As a playing field use has now been approved for the land east of Stoughton Road, the Local Planning Authority considers that the most appropriate area

for any further playing field provision is the area of land west of Stoughton Road which was originally identified in the Oadby Local Plan for the University of Leicester replacement playing fields. Open space recreation users are appropriate within the green wedge but the Authority is concerned to ensure that any playing fields are well related to the urban area and are not allowed to sprawl out into the adjoining agricultural land. The provision of playing fields in this location will ensure also the long term future of this section of the green wedge.

**RECREATION PROPOSAL 14:**

**An area of 12 ha west of Stoughton Road and South of Gartree Road, Oadby, is proposed for playing fields provided that:**

- 1) access is gained only from Stoughton Road;**
- 2) any building is well related to the built-up area and is restricted to the provision of minor ancillary facilities; and**
- 3) existing trees on the site are retained as far as practicable and additional tree planting of large native species is undertaken.**

**Allotments**

~~9.27 Although there does not at present appear to be an unfulfilled demand for public allotments, nevertheless the existing provision is not extensive. There are some vacant plots on the larger allotment area off Aylestone Lane but there is a waiting list for plots off Brabazon Road, Wigston Road, and in the Manchester Allotments adjoining Long Lane in Wigston. The allotments on Welford Road have now been closed down as the area has been included in the Wigston Cemetery. Demand for allotments tends to run in cycles and as the existing provision is not extensive it would be undesirable for the available area to be reduced further. Should demand for allotments fall temporarily, substitution of an alternative open space use would retain the valuable green area within the urban fabric and could be reversible.~~

~~**RECREATION PROPOSAL 15: [OLP]**~~

~~**The development of allotment land for non-open space uses will not be allowed.**~~

9.28 An area of land to the east of Lansdowne Grove in South Wigston was identified in the Wigston District Plan for use as allotments. The use has not been developed because of the delay in proceeding with the adjoining development proposals for housing (see paragraph 6.17) and open space uses (see paragraph 9.12). In addition to providing an allotment area in South Wigston, where currently there is no such land, this proposal will form part of the open space buffer zone between the new housing and the industry to the north.

**RECREATION PROPOSAL 16:**

**0.4 ha of land is proposed for allotment purposes east of Lansdowne Grove, South Wigston, to be accessed from Taylor's Bridge Road.**

- 9.29 The Manchester Gardens lie in the centre of 'The Lanes' Conservation Area and are largely in private ownership. However, the Council has over a number of years purchased about one-quarter of the plots as they have been offered for sale, in accordance with its long-term policy to protect the existing character of this open space in the Conservation Area (see paragraph 3.28).

**RECREATION PROPOSAL 17:**

**The Local Planning Authority will retain the Manchester Gardens in an allotment or other open space use.**

**RECREATION IN THE COUNTRYSIDE**

- 9.30 A major portion of people's leisure activity is informal in character, often involving walking or cycling. Public open spaces within the built-up area provide opportunities for these informal activities and often form a destination for leisure journeys both on foot and by car. However, the countryside surrounding the urban area is also a major leisure attraction and the Borough Council believes that access to the countryside and the provision of appropriate recreational activities is to be encouraged. The countryside areas of the Borough all fall within the Countryside Priority Area identified by the County Council in 'Countryside 2000' where again the aim is to realise the potential for appropriate recreational activities. Although the Borough is unlikely at present to attract many overnight visitors, the countryside areas do have considerable potential to attract day visitors, both to take advantage of formal facilities such as Stoughton Farm Park, and to undertake informal activities such as walking or riding.

**The Grand Union Canal**

- 9.31 The Grand Union Canal forms a major recreational and tourist asset and it also has both a historic and an ecological significance (see paragraphs 4.5 to 4.9). The towing path forms the longest continuous length of public right of way in the Borough and the canal itself is part of a cruising ring. Work has recently been undertaken by British Waterways to improve the quality of the towing path to the west of Crow Mills and this was grant-aided by the Borough Council who will continue to work with British Waterways to secure the enhancement of the Grand Union Canal. It is hoped that further lengths of the path can be improved in order to facilitate its recreational use. However, the Local Planning Authority will wish the canal to retain its essentially rural character and will discourage over-intensive uses in its vicinity.

**RECREATION PROPOSAL 18:**

**Proposals for improved facilities at the British Waterways depot at Kilby Bridge will be approved provided they comply with the other proposals in the Local Plan.**

- 9.32 Only at South Wigston does the canal adjoin the main residential area and the sole access to the towing path in this area is from Countesthorpe Road. The new housing development east of Lansdowne Grove Road will end abutting the countryside close to Ervins Lock and access to the towing path from the residential area could be improved by the provision of a footbridge and a short length of path (see Paragraph 9.36). The design of the footbridge should not obstruct the passage of canal traffic.

**RECREATION PROPOSAL 19:**

**A footbridge will be erected in the vicinity of Ervins Lock to join the Grand Union towing path (definitive footpath Z13) with the new housing adjacent to Lansdowne Grove.**

- 9.33 In 1989 an appraisal of the recreational potential of the canal was undertaken. Subsequently a project to provide a small picnic area and car park adjoining the canal at Crow Mills was implemented by the County Council. This scheme has been completed and the picnic site has proved a popular location. It is proposed that a further picnic and recreation area could be provided on the south side of the canal at Kilby Bridge. The Borough Council will negotiate with the landowner(s) to acquire the land for a picnic site and associated car parking.

**RECREATION PROPOSAL 20:**

**An area of land, about 0.4 ha in extent, south of the Grand Union Canal and west of Welford Road is proposed for a picnic and informal recreation area.**

- ~~9.34 The corridor of land adjoining the River Sence and extending north towards the canal between Crow Mills and Kilby Bridge has been identified as an area of local landscape value (see paragraph 3.59). These attractive water meadows also form an area of essential washland (see Conservation Proposal 9), but opportunities for informal recreational activities such as fishing, walking and riding could be enhanced. The Local Planning Authority will encourage such activities but any recreational use should retain the quiet rural nature of the existing landscape and preserve the essential washland area. Discussions with neighbouring Authorities will take place to consider the possibility of creating a countryside access area along the River Sence floodplain and farmers will be encouraged to consider entering the Countryside Stewardship Scheme.~~

### **Footpaths, Bridleways and Cycleways**

9.35 Although the Local Plan Area is heavily built-up it still enjoys good access to the surrounding countryside. A number of public footpaths and some bridleways radiate from within the urban area giving access to the canal and the surrounding villages, and several circular routes are possible. The Borough Council is undertaking a programme of works to the rights of way network to improve its accessibility and it will ensure that the existing network is maintained and, where possible, extended. Proposals to divert rights of way will be assessed in relation to the necessity for the diversion and the loss of amenity to the user. Should development proposals impact on a public right of way, the Council will wish to ensure the footpath or bridleway is diverted as little as possible and that its character is retained as a route without vehicular traffic. A similar protection will be given to cycleways. Where appropriate, opportunities to improve access to the countryside should be developed, in accordance with the Leicestershire Structure Plan Leisure Policy 6.

#### **RECREATION PROPOSAL 21:**

**Development will not be permitted where a public right of way or cycleway will be affected unless the loss of amenity to the users of the route is minimised by:**

—

- 1) The footpath, bridleway or cycleway being diverted by the minimum practical distance; and**
- 2) The route continuing to be segregated from vehicular traffic.**

9.36 However, there is considerable potential for further footpath links to be provided to improve access to the urban fringe countryside and to create concessionary footpaths by means of access agreements. These could create new links and regularise existing informal arrangements. The Council will also consider whether in some locations small car park areas will be needed to serve the enhanced network.

**RECREATION PROPOSAL 22:**

**New concessionary footpath links will be created between the following points by means of agreements with local landowners:**

- 1) Britford Avenue and Pochins Bridge;**
- 2) Durnford Road and Kilby Bridge Lock;**
- 3) Cooks Lane and Newton Lane, close to the Borough boundary;**
- 4) west corner of Coombe Park, along the green wedge boundary to intersect the Glen Gorse footpath (C26) and then to the proposed open space north of Denbydale;**
- 5) Magna Road and Ervins Lock.**

9.37 Leicester Environment City has proposed a circular 'Green Ringway' around the City which would link areas like parks and green wedges to create a footpath and cycle leisure route. It has been suggested that the route linking Knighton Park and the Arboretum north of Gartree Road should pass through Oadby along the northern edge of the golf course in the green wedge and then through the 'Oadby Hill Top' Conservation Area. The Borough Council welcomes this initiative but is concerned that a number of constraints will need to be overcome.

**The Linear Open Space and Footpath adjoining the Meadows Estate**

~~9.38 Along part of the green wedge boundary of the Meadows Estate, a broad grassed walk has been created as part of the open space provision. There is potential to extend this walk north from Rosedale Road for approximately 500 metres in order both to link it to the public footpath from Tendring Drive to Mere Lane and to create a link to the land to the rear of Parklands owned by the Borough Council. The boundary treatments to the proposed walk way, which would be approximately 10 metres wide, would be similar to those on the existing open space.~~

**RECREATION PROPOSAL 23:**

~~It is proposed to extend the linear open space bordering the Meadows Estate northwards to connect with the land south of Parklands, a distance of 500 metres (an area of 0.5ha).~~

### **Fishing**

- 9.39 Fishing is a popular sport in the Borough and the Grand Union Canal has been the main venue for many years. However, recently there has been a trend to develop fishing lakes. Where these are proposed for an existing stretch of water the Local Planning Authority will seek to ensure that any intensification of use will not affect adversely the amenities of nearby residents and will retain the ecological or geological character of the site (see paragraphs 4.10 to 4.16). Where it is proposed to create a new fishing lake from agricultural land, to be used for recreational purposes, an application for planning permission will be required. The Authority will wish to ensure that such a development would not have a detrimental effect on the countryside and will have regard to the development control proposals in the rest of the Local Plan. Applicants wishing to undertake development of this sort are advised to contact the Local Planning Authority at an early stage.

### **Noisy Sports**

- 9.40 At present there are no organised facilities in southern Leicestershire for the pursuit of noisy outdoor sports such as motorcycle scrambling. A number of informal tracks exist, often trespassing on private land, and with no regulatory or safety arrangements. The Local Planning Authority is aware of this demand, and of the need for sites to attract users away from the most dangerous or unsatisfactory localities, but has been unable to allocate land for this use. Should an applicant wish to obtain permission to use a site for motor sport or any other noisy outdoor pursuit the application will be determined in the light of the development control proposals in this Local Plan.

## 10. COMMUNITY, PUBLIC UTILITY AND EMERGENCY SERVICES

- 10.1 This chapter draws together all the remaining services which are part of the structure of urban living. While several of these services are provided by the Borough Council, a number are the responsibility of other public and private agencies, including the County Council, the Health Services and the Utility providers.
- 10.2 In addition to specific proposals for new and extended service facilities, guidance is also provided for certain circumstances in which planning applications may be made for the building, conversion or extension of facilities falling within the non-residential institutions class (D1 of the Use Classes Order).

### OBJECTIVES

- 10.3
- To encourage the development of a wide range of community facilities distributed so as to meet the needs of the Borough's population.
  - To maximise the use of existing facilities in the interest of resource efficiency.
  - To ensure that utility infrastructure provision and land use allocations are well related.

### Community Facilities

- ~~10.4 A number of community halls and rooms exist throughout the Local Plan area, which provide for meetings, clubs and groups, and private meetings. Many of these are sited in conjunction with local schools but parts of the Borough are remote from existing community facilities and attempts will be made to remedy these deficiencies. The Wigston Harcourt estate is reaching completion and it has not proved necessary for a school to be provided within the development. This has resulted in a lack of places for local meetings. A site suitable for community use was identified in the initial layout of the Wigston Harcourt estate. This site was used as a builder's compound during the construction of the estate but it has now been transferred to the ownership of the Council for use as a community centre or other similar community purposes. The site adjoins but does not impinge on the adjoining area of public open space. The land is currently managed as open space but the Borough Council considers that it should remain available for community use should demand arise at a future date. Any such development would be guided by Service Proposal 3.~~

**SERVICE PROPOSAL 1:**

**~~A site of about 0.2 hectare will be reserved for future community use adjacent to the public open space adjoining the north side of Herrick Way on the Wigston Harcourt estate.~~**

- 10.5 At Oadby Grange the existing residential area is currently being extended. A new primary school has been built to serve this area and provision has been made in the design for the addition of a community wing, with associated car parking, at a future date. The Local Planning Authority will be willing, subject to the availability of finance and completion of an appropriate legal agreement, to assist the funding of such facilities when they are required. Implementation of this proposal will also be dependent on the agreement of the school governors.

**SERVICE PROPOSAL 2:**

**Planning permission will be granted for the provision of a community wing and associated parking at the Woodland Grange County Primary School, Oadby.**

- 10.6 Bassett Street Girls School has been leased by the Local Planning Authority for use as a community centre to serve the southern area of South Wigston. This use has proved successful and the Council will seek to extend the lease for a further period should the centre continue to be well used.

**Community Buildings**

- ~~10.7 Class D1 of the Use Classes Order covers a wide range of uses including social, education, community, health and religious uses. The Local Planning Authority recognises that there is a need for a number of these uses to be provided within or close to residential areas in order to ensure that they are located close to those that use them. This would accord with the principles of Transport choice and with the guidance set out in PPG13 'Transport'. However, where applications for this group of uses are made for such sites, it will be necessary for the Authority to consider the effect the proposal could have on the amenities of residents and, if appropriate, conditions will need to be imposed in order to ensure that a use would not have a detrimental effect on the local environment. It is unlikely that these uses would be acceptable where a party wall was shared with a residential use.~~

**SERVICE PROPOSAL 3:**

~~The development of new community buildings or the extension or change of use of an existing building to a community use (Class D1), will not be permitted unless the development:~~

- ~~1) Will not have an unduly adverse effect on the amenities of nearby residents;~~
- ~~2) Will have adequate on-site parking and would not lead to traffic congestion; and~~
- ~~3) Will be well related in design to the character of the street scene.~~

**SERVICE PROPOSAL 4:**

~~In granting planning permission for community uses, conditions may be attached which will:~~

- ~~1) Limit hours of use;~~
- ~~2) Restrict noise emissions;~~
- ~~3) ensure that satisfactory access is provided for people with mobility restrictions;~~
- ~~4) Ensure an adequate number of car and cycle parking places; and~~
- ~~5) Ensure a satisfactory landscaping scheme.~~

~~10.8 As opportunities to provide new community facilities are limited, owing to the built-up nature of the Local Plan Area and the importance of retaining the limited amount of remaining open space, the Local Planning Authority would wish to discourage the loss of existing purpose-built community buildings, where they could be converted satisfactorily to another community use. The Authority would also wish to encourage the widest possible use of community buildings in order to maximise the use of these valuable resources. The dual-use of education buildings illustrates one way in which this can be achieved.~~

**SERVICE PROPOSAL 5:**

~~The development of purpose-built community buildings for other uses will not be permitted unless it is demonstrated that no alternative community use is feasible.~~

**Cemetery Provision**

10.9 At present, burials can take place both at the Wigston Cemetery, on Welford Road, and at the Oadby Cemetery, on Wigston Road. Both these cemeteries are approaching capacity and will require additional space during the Plan period. Land has been acquired for this purpose in Wigston, adjoining the

existing cemetery to the north, and the cemetery has now been extended. The whole cemetery area falls within a site of archaeological significance.

- 10.10 The Oadby Cemetery on Wigston Road has already been extended to incorporate the land adjoining Chapel Lane. However, further provision will need to be made very shortly. After an appraisal of possible sites in Oadby, an area was allocated in the Oadby Local Plan subject to soil tests. These tests established that this area, which adjoined the BUPA hospital on Gartree Road, was not in fact suitable and a replacement site would need to be provided.
- 10.11 Work to identify a suitable site for formal burials in Oadby, which could replace the Gartree Road location, has continued and the Local Planning Authority considers that the most suitable replacement site lies to the south of Gartree Road and close to the Borough boundary. Soil tests have been undertaken to ensure that the ground conditions are satisfactory. A lawned cemetery, where memorials are limited to a headstones less than 760mm in height, would not conflict with green wedge policies and only minor ancillary development would be required in order to provide storage and related facilities. Access would be from Gartree Road and would be shared with the access to the adjoining land should that cease to be in agricultural use. The site falls within the Thurnby/Leicester/Oadby Green Wedge and it is important that the design of the cemetery should ensure the retention of the open and undeveloped character of the land.

**SERVICE PROPOSAL 6:**

**A site about 1.6ha in the Thurnby/Leicester/Oadby Green Wedge is proposed for a cemetery use provided that:**

- 1) memorials are limited to a single headstone less than 760mm in height;**
- 2) any building is sited so as to minimise its impact on the green wedge and is restricted to the provision of minor ancillary facilities;**
- 3) existing trees are retained on the site as far as practicable and additional tree planting of large native species is undertaken; and**
- 4) the boundary treatment and landscaping of the site will ensure the privacy and security of any neighbouring properties.**

**Waste Disposal and Recycling**

- 10.12 Leicestershire County Council as Waste Disposal Authority provides facilities for the disposal of refuse collected by the Borough Cleansing Service at Whetstone Waste Transfer Station. Much of this waste is used as controlled

landfill. The County Council Waste Disposal Plan forecasts a shortfall in waste disposal sites by 1998 but does not propose that any landfill sites be developed in the Local Plan Area. The Borough Council would concur with this position and is likely to object to the relevant planning authority if any proposals are put forward for the creation of new landfill waste disposal sites in the Local Plan area. Although a number of man-made pits have been filled in the Local Plan Area in the past, those pits which remain all have significant ecological or geological value and should be protected for their own sake.

- 10.13 As the Waste Disposal Authority, the County Council has also provided a civic amenity tip just off Wigston Road in Oadby. This tip with its range of receptacles enables householders to recycle items of domestic waste. In addition, the Borough Council has encouraged the provision of recycling facilities, for paper, glass and cans, at a number of locations in the Local Plan Area. The Council has prepared a Borough Recycling Strategy and will seek to maximise the availability of recycling facilities within the Local Plan area.

### **Education**

- 10.14 The Education facilities of the Borough range from primary to tertiary provision and both the secondary schools and Wigston College of Further Education draw students in from beyond the Local Plan Area. A new primary school has recently been completed to serve the residential development which is underway at Oadby Grange. The density on this site has increased from the original 500 proposed in the Oadby Local Plan to 577, but the school is already over capacity and a mobile classroom has been added to the site. Housing Proposal 5 refers to the need to address this problem. The other major housing development which will take place during the life of the Local Plan is off Blackthorn Lane, Oadby. Children from this development will fall within the catchment area of Launde School, which is already over capacity. However, permission for this development was granted on appeal in 1993 without any requirement for additional education facilities to be provided. For any new major development Leicestershire Structure Plan Strategy Proposal 5 will require that infrastructure provision needed in order to enable the development to go ahead should be provided by the developer.
- 10.15 The Wigston District Plan incorporated a proposal to allow for future expansion of the College of Further Education and this was carried forward in the Consultation Draft Local Plan. During the Environmental Appraisal of the Local Plan, this proposal was identified as having a net negative environmental impact because of the loss of urban open space and the loss of playing field provision. The College has not stated that it wished the proposal to be maintained and, because of the negative environmental impact of this proposal, it has been deleted. Applications to the Local Planning Authority for new or improved educational facilities will be determined in the light of Service Proposals 3 & 4 and the other proposals of the Local Plan.

### **Social Services**

- 10.16 A number of premises in the Local Plan Area are retained by the County Council Social Services Department, which cater for the needs of children in care, the elderly and people with a physical or mental disability or mental health problem. In addition a new Divisional Office has been opened on Bassett Street in South Wigston to provide services for the Borough and Blaby District. This will improve local accessibility and encourage closer working relationships with other agencies and voluntary groups working in the Local Plan Area. The County Council Social Services Department is also responsible for registering residential care homes (See Housing Proposal 14) while nursing homes fall within the remit of the Area Health Authority.

### **Libraries**

- 10.17 Following the opening of South Wigston Library in the Bassett Street Community Centre in 1991 by the Leicestershire County Council, all areas of the Local Plan area now have access to the Leicestershire Library Service. No further changes to the service are proposed within the life of the Plan.

### **County Archive and Public Records Service**

- 10.18 The former Long Street School which was surplus to the Local Education Authority's requirements has been converted to a County Archive and Public Records Office. The Local Planning Authority was anxious to see this building retained because of its local historic and architectural interest. The service has proved a valuable and popular addition to Wigston's town centre facilities.

### **The Police**

- 10.19 The Local Plan Area is serviced by the South Area through the Oadby and Wigston Police Stations. Wigston Police Station provides an enquiry desk but Oadby Police Station has limited public access times. At Oadby, and at Wigston when the enquiry desk is closed, an externally sited telephone provides for 24 hour cover by Force Headquarters. A small temporary building on the junction of the A6, Leicester Road and Regent Street serves as the Oadby Police Station but it is intended to relocate the Oadby facility into the town centre area in the near future. The Local Planning Authority will liaise with the Police on matters relating to crime prevention, particularly in respect of new development proposals. (See Landscape Proposal 1).

### **The Fire Service**

- 10.20 Fire and rescue services for the Local Plan Area are provided from the Wigston Fire Station. There are no current proposals to provide additional cover for the area although the service will monitor the demand for such facilities. Access for emergency vehicles, particularly the large vehicles which are used by the Fire Service, is an issue of concern in the design of new developments. Transport Proposal 18 addresses this issue.

### Leicestershire Area Health Authority

- 10.21 The Health Authority has not identified any development proposals within the Local Plan Area but has stressed the need for community and group homes to provide for special needs groups needing care in the community. Proposals relating to this class of development are located in the Chapter on Housing and the Residential Environment.

### Water Supply, Sewerage and Sewage Treatment

- 10.22 Severn Trent Water currently supplies water to premises in the Local Plan Area. Existing facilities are adequate to provide for the likely demand for water over the Local Plan period.

- ~~10.23 The public surface water and foul sewerage systems are maintained by the Borough Council as Agent for Severn Trent Water. New sewers constructed as part of a new development are generally adopted by the Borough Council as agent for Severn Trent Water. Foul sewage from the Local Plan area drains variously to Wigston Treatment Works, to Oadby Treatment Works or into the City of Leicester Sewerage Network. Of these both the Oadby and Wigston Treatment Works are close to capacity. Severn Trent should be consulted on the current position before development is proposed. In addition, parts of the foul sewerage system are also close to capacity in the Oadby and Wigston area. Consequently, any major new development may need to have extensive accommodation works. Developers are advised to discuss the surface water and foul sewerage outfall works for any major development proposed in Oadby or Wigston with the Engineering Section at the Borough Council at an early stage in the design process. Discharges which would result in significant pollution of ground water and surface water will not be accepted. (See Conservation Proposal 10).~~

#### **SERVICE PROPOSAL 7:**

**~~Development will not be permitted unless adequate capacity is provided in the sewerage system and at the Sewage Treatment Works to accommodate the predicted needs of the development in respect of foul sewage, trade effluent and surface waterflows.~~**

- 10.24 The Wigston Treatment Works is located in the open countryside but the Oadby Treatment Works adjoins the urban area and is located close to the Oadby Industrial estate. Landscape Proposal 1 states that development which conflicts with an adjoining land use will not be permitted. Severn Trent Water have identified for each Works the land which may be affected by such a conflict because of the malodours or insect infestations which may arise. Within the cordon sanitaire for each Works, shown on the Proposals Map, the following proposal will apply.

**SERVICE PROPOSAL 8:**

**Development within a cordon sanitaire shown on the Proposals Map will not be permitted where future occupiers or users of the development could be affected adversely by the proximity of the Sewage Treatment Works.**

**Electricity Supply**

- 10.25 In the Oadby Local Plan a site was identified for a transformer substation on land adjoining Chapel Street in Central Oadby. East Midlands Electricity have reviewed that proposal and now consider that this development is unnecessary. It will be feasible for all current development proposals to be served from the Wigston transformer substation.

**Cable Television**

- 10.26 During the early part of the Local Plan period cable for television and telecommunications use will be laid through out the Local Plan Area. The Local Planning Authority is concerned at the impact that this work may have on listed buildings, conservation areas and the trees that are in or close to the highway. Where the Local Planning Authority is notified of work being undertaken, it will endeavour to ensure that damage to these interests is minimised.

## APPENDIX 1: Index of Proposals

para

### Chapter

#### 2 - THE STRATEGY OF THE LOCAL PLAN

S1	Protection of strategic allocations	2.10
----	-------------------------------------	------

#### 3 - LANDSCAPE AND ENVIRONMENTAL QUALITY

##### The Quality of the Landscape

L1	Design of new development	3.15
L2	Backland Development	3.16
L3	New development in Conservation Areas	3.17
L4	Demolition in Conservation Areas	3.19
L5	Exterior cladding in Conservation Areas	3.20
L6	Siting and appearance of telecommunications apparatus	3.22
L7	Criteria for telecommunications apparatus	3.23
L8	Advertisements	3.24
L9	Significant urban open space	3.33

##### Green Wedges and Countryside

###### Green Wedges

L10	Green wedge definition	3.38
L11	Restrictions on development	3.43
L12	Tree screening along the depot boundary	3.46
L13	Tree and hedge planting in the Oadby/Wigston wedge	3.47
L14	Historic landscape north of Gartree Road	3.52

###### Countryside

L15	Definition of countryside	3.53
L16	New buildings in the countryside	3.55
L17	Residential development in the countryside	3.56
L18	Changes of use to rural buildings	3.57

##### Areas of Local Landscape Value

L19	Areas of locally important landscape	3.59
L20	Design of the urban edge	3.61

## 4 - CONSERVATION OF ENVIRONMENTAL RESOURCES

### Nature Conservation

#### Grand Union Canal

C1	Protection of the Site of Special Scientific Interest	4.7
C2	Provision of a Local Nature Reserve at Kilby Bridge Quarry	4.8
C3	Development within or adjoining the canal corridor	4.9

#### Sites of Ecological Interest

C4	Protection of district level ecological sites	4.13
C5	Preservation of parish level ecological sites	4.14
C6	Development affecting protected species	4.15

#### Sites of Geological Interest

C7	Preservation of the site of geological interest	4.16
C8	Renewable energy installations	4.18

### Natural Resources

#### Surface Water Drainage

C9	Protection of essential washland	4.19
C10	Surface water discharge from new developments	4.20
C11	Development and the risk of flooding	4.21
C12	Impact of development on water courses and ground water	4.22

#### Unstable and Contaminated Land

C13	Development on unstable or contaminated land	4.26
-----	--	------

#### Agricultural Land

C14	Conservation of the best and most versatile agricultural land	4.27
-----	---	------

### Cultural Heritage

#### Protection of the archaeological heritage

C15	Initial assessment of possible archaeological potential	4.29
C16	Need for archaeological evaluation	4.30
C17	Impact of development on important archaeological sites	4.31

#### Buildings of architectural or historic interest

C18	Preservation of listed buildings	4.32
C19	Alterations or extensions to a listed building	4.33
C20	Demolition of listed buildings	4.34
C21	Development affecting the setting of a listed building	4.35
C22	Schedule of significant local buildings	4.36

## 5 - TRANSPORTATION

### The Highway Network

<b>Eastern District Distributor Road</b>	
T1 Road reservation	5.10

<b>Road Improvement Lines</b>	
T2 Protection from development	5.14

<b>Highway Improvements</b>	
T3 Proposed road link - Clarkes Road and Chartwell Drive	5.20

### Traffic Management

T4 Development of cycle route network	5.25
T5 Improvement of Fludes Lane	5.28
T6 Provision of needs for cyclists	5.29
T7 Closure of central reservation gaps - A6	5.34
T8 Limitation of further development off A6 side roads	5.35

### Public Transport

T9 Provision for park and ride site	5.38
T10 Proposed car park for South Wigston station	5.39
T11 Proposed new railway station, Midland Main Line	5.40

### New Development and the Highway Network

T12 Highway impact of new development	5.41
T13 Conflict with Structure Plan Transport Policy 4	5.42
T14 Contributions to cost of highway works	5.43
T15 Accessibility of facilities to mobility impaired people	5.44
T16 Safe environment for pedestrians and cycles	5.45
T17 Access to public transport in new development	5.46
T18 Access for service and emergency vehicles	5.47
T19 Parking provision for new development	5.50

## 6 - HOUSING AND THE RESIDENTIAL ENVIRONMENT

### Housing Land Allocations for the Borough

H1 Density of new development	6.12
H2 Affordable housing	6.13

---

<b>Existing Planning Permissions</b>	
H3 Presumption in favour of renewal	6.18

---

### Housing Allocations

H4	Vehicle repair yard adjacent to Edward Close, Oadby	6.20
H5	Land off Florence Wragg Way, Oadby	6.21
H6	Land south of Whitegates Farm, Wigston	6.22
H7	Land to the rear of The Nook, Oadby	6.23
H8	Land off Florence Wragg Way, Oadby	6.24
H9	Racecourse Straight Mile, Wigston	6.25
H10	Land off Lansdowne Grove, South Wigston	6.26
H11	Land off Britford Avenue, Wigston	6.27
H12	Conversion to residential use	6.29

### Meeting Housing Needs

H13	Infill Development	6.31
H14	Residential care in the community	6.34
H15	Gypsies and travelling show people	6.37
H16	Housing for the elderly or for students	6.38

### Design and appearance of new development

H17	Criteria for extension developments	6.39
H18	Criteria for satellite antennae	6.41

## 7 - INDUSTRY AND EMPLOYMENT

### New Commercial Development

Em1	Definition and presumption in favour of development	7.8
Em2	Limitations on open storage	7.11
Em3	Limitations on business hours	7.12
Em4	Impact of development on adjoining areas	7.13

### Future Provision

Em5	Railway Triangle, South Wigston	7.17
Em6	Magna Road, South Wigston	7.19
Em7	Chartwell Drive, Wigston	7.20
Em8	Land off Tigers Road, South Wigston	7.22
Em9	Business start-up units	7.23

### Employment Uses Outside the Identified Employment Areas

Em10	Protection of existing employment uses	7.24
Em11	Redevelopment of land adjoining Station Street	7.26

## 8 - TOWN CENTRES AND SHOPS

### The function of the town centres

Sh1	Shopping provision at the head of Bell Street	8.11
Sh2	Major off centre/out of town retail development	8.20
Sh3	Primary shopping areas	8.22
Sh4	Criteria for development in secondary shopping areas	8.23

**Non Retail Use**

Sh5	Non-retail uses in Primary and Secondary Shopping Areas	8.25
Sh6	Protection of retail frontages in the primary shopping areas	8.26
Sh7	Restriction on permitted change of use in Bell Street	8.27
Sh8	Restriction on location of A3 uses in Wigston	8.28
Sh9	Impact of A3 uses on residential amenity	8.29
Sh10	First floor residential/financial/professional/office	8.31

**Town Centre Enhancement**

Sh11	Improvement of the physical environment	8.36
Sh12	Pedestrianisation of Bell Street, Wigston	8.40
Sh13	Pedestrian preference in The Parade, Oadby	8.41
Sh14	Pedestrian preference in the Parade impact	8.42
Sh15	Rear access, Blaby Road, South Wigston	8.43

**Quality of Town Centre Developments**

Sh16	Replacement shop fronts	8.45
Sh17	External security protection	8.46

**Shopping Uses Outside the Central Shopping Areas**

Sh18	Neighbourhood Shopping	8.47
Sh19	Provision of small local shops	8.50
Sh20	Car showrooms and car sales	8.51

**9 - LEISURE AND RECREATION****Accessibility and Availability of Recreation Facilities**

R1	Accessibility of new recreation uses	9.6
R2	Provision of new leisure and recreation facilities	9.8
R3	Protection of formal and informal recreational facilities	9.9

**Recreational Public Open Space Provision**

R4	Minimum provision in new housing developments	9.11
R5	Land east of Lansdowne Grove	9.12
R6	Land south of Harrison Close	9.13
R7	Land east of Windrush Drive - proposed Country Park	9.14
R8	Land east of Meadows Estate	9.16
R9	Improved public access in green wedge south of B582	9.18
R10	Land north of Palmerston Way	9.19
R11	Safeguarding of Fludes Lane	9.20

**Sports and Leisure Facilities**

R12	Criteria for all-weather playing areas	9.23
-----	--	------

**University of Leicester Playing Fields**

R13	Criteria for replacement east of Stoughton Road	9.25
-----	---	------

**De Montfort University Playing Fields**

R14	Criteria for playing fields west of Stoughton Road	9.26
-----	--	------

**Allotments**

R15	Protection of allotment land	9.27
R16	New allotments north of Taylor's Bridge Road	9.28
R17	Retention of Manchester Gardens in open space use	9.29

**Recreation in the Countryside**

**Grand Union Canal**

R18	British Waterways depot, Kilby Bridge	9.31
R19	Footbridge from towing path to new housing	9.32
R20	Picnic and informal recreation site, Kilby Bridge	9.33

**Footpaths and Bridleways**

R21	Safeguarding of existing rights of way <b>and cycle routes</b>	9.35
R22	New concessionary footpath links	9.36
R23	Extension of linear open space east of the Meadows	9.38

**10 - COMMUNITY, PUBLIC UTILITY AND EMERGENCY SERVICES**

**Community Facilities**

Sv1	Site adjoining north side of Herrick Way	10.4
Sv2	Provision of community wing - Woodland Grange Primary School	10.5

**Community Buildings**

Sv3	Criteria for proposed development	10.7
Sv4	Planning conditions which may be applied	10.7
Sv5	Reuses of purpose built community buildings	10.8
Sv6	New cemetery allocation, Gartree Road, Oadby	10.11

**Water Supply and Sewerage**

Sv7	Drainage needs of new development	10.23
Sv8	Sewerage treatment works - Cordon Sanitaire	10.24

## APPENDIX 2: ADVERTISEMENT GUIDELINES

The detail contained in the following section expands on Landscape Proposal 8. Advertisements can make a positive contribution to the appearance and liveliness of an area but by their nature they can be visually intrusive. Advertisements should be appropriate in size, design and location having regard to the character and appearance of the surroundings in which they are to be displayed and to the buildings to which they are to be attached.

- Advertisements on buildings should not be unduly dominant or out of scale with their elevations. In general, a sign should be designed as an integral part of the building on which it is to be displayed.
- To achieve impact and avoid clutter, the amount of advertising material and numbers of individual signs should be limited to the minimum needed for an effective display.
- Usually signs on buildings should be restricted to ground floor fascias where they relate to ground floor uses. Advertisements identifying upper floor uses may be acceptable above ground level depending on the design of the building and the street, but these exceptions will only occur in commercial centres. Signs at, or above roof level, will not be acceptable.
- Advertisements, including hoardings should form part of an approved scheme which clearly improves the appearance of the district.
- Illumination of advertisements should be static and of a level appropriate to the surroundings in order to avoid disturbance and visual intrusion. To prevent signs from becoming too intrusive, the illumination should be restricted to either the letters or the background only. Proposals in locations adjoining traffic signals or pedestrians crossing beacons must not incorporate colours which could cause confusion.
- Hoardings and flank wall boards will not normally be acceptable on, adjacent to or opposite residential properties. In other locations the scale of the surrounding development, the character of the street scene, and the nature of existing development and the quality of an proposals will be taken into account when considering proposals.
- The height and proportion of flank wall boards should be carefully related to the scale and form of the flank wall and clutter should be avoided.
- In areas of open countryside or green wedges advertisements should relate to an existing use or are for a specific purpose i.e. advertising a particular event.
- Projecting signs should comply with the requirements of the Highway Authority. Their size should be carefully related to the scale of the building and should align with the facia and their design should take account of canopies over shop fronts where these are present.

*Appendix 2: Advertisement Guidelines*

- Illuminated signs in residential areas should be extinguished when the premises on which they are displayed are closed, so as not to cause undue disturbance to the occupiers of surrounding residential properties.
- Any signs displayed on listed buildings should be in keeping with the age and architectural character of the building on which they are displayed.
- Where appropriate, advertisers will be encouraged to provide more adventurous and attractive displays. A greater variety would be appropriate in shopping centres and other commercial areas, including industrial estates, where the premises are not in close proximity to more sensitive uses such as residential properties.

## **APPENDIX 3: Schedule of Important Landscape Frontages Protected by Landscape Proposal 9**

The following frontages are shown on the draft Proposals Map.

### **South Wigston**

1. West side Saffron Road - between Namur Road and Hindoostan Avenue.

### **Wigston**

2. South side Station Road - from Wigston swimming baths to Abington High School inclusive.
3. North side Station Road from Wigston F.E. College to Bushloe House inclusive.
4. North side Aylestone Lane - from Penney Close to Kings Drive car park.
5. West side Launceston Road - frontage to Little Hill County Primary School.
6. West side Seaton Road - frontage to Abington High School.
7. West side Guilford Drive - frontage to Waterleys County Primary School.
8. North side Meadow Way - frontage to The Meadow County Primary School.
9. South side Mere Walk - frontage to The Meadow County Primary School.
10. East side Winslow Drive/North side Shenley Road - frontage to Sir John Fisher County Primary School.
11. East side Estoril Avenue - frontage to Glenmere County Primary School.
12. East side Bideford Close - public open space fronting Thythorn Field County Primary School.

### **Oadby**

13. East side A6 Leicester Road -frontage to Asda car park.
14. West side A6 Leicester Road - frontage to 81 Leicester Road J.H.Hallams(Contracts) Ltd.
15. East and north of New Street, Harborough Road, Uplands Road - frontage to Launde Primary School and the Catholic Church.
16. North side Severn Road - frontage to Brookside County Primary and Manor High Schools.
17. East side Wigston Road and North side Lawyers Lane - frontage of the Moat House Hotel.
18. West side Glen Road (A6) frontage of Alliance and Leicester (southern part).
19. East side Glen Road (A6) frontage Florence Wragg Way and Laurel Drive.
20. South side Ridge Way and Howden Road - frontage to schools complex.
21. North side Howden Road - frontage to Devonshire Court.
22. East side Briar Walk - frontage to Devonshire Court.
23. South side Briar Walk - frontage to The Woodlands Residential Home at junction of Margaret Anne Way.

In addition the road frontages of all the Borough Parks contribute to the urban environment.

Frontages to individual private dwellings have not been identified.



## APPENDIX 4: SCHEDULE OF ECOLOGICAL AND GEOLOGICAL SITES

These sites are graded by the Ecology Unit and the Earth Sciences Section of the Leicestershire Museums, Arts and Records Service and are placed into one of three categories.

- a) Significant at County Level - A grade reserved for the 10 'best' sites of a given habitat type in the County.
- b) Significant at District Level - A category that will accommodate a further 90 sites of a given habitat in the county (provided that they meet the required standard).
- c) Significant at Parish Level - A category for any other sites of a given habitat type where loss or destruction would be significant at a local level. This is, generally speaking, the base level for incorporation into the site recording system.

### Habitat Type

### Grid Reference

#### ECOLOGICAL SITES

##### County Level

Grand Union Canal and Lake (SSSI)*	SP610969-SP623961 SP615968
------------------------------------	-------------------------------

##### District Level

Railway Triangle grassland	SP592987
Grand Union Canal Lake (Navies Pit)	SP583979-SP610969 SP601976
Marshland/Grassland	SP618965
Marshland (Lucas March)	SP621997

##### Parish Level

Railway Triangle (balance)	SP591987
Grassland	SP586977
River Sence Stream	SP594971-SP610967 SP594971-SP593963
Grassland	SK613013
Grassland	SK613011
Grassland	SP618968
Grassland	SP620999
Drain	SP618966
Marshland/Grassland	SP617966
Pond	SP622997
Woodland	SP626989
Stackyard Spinney	SK627020
Woodland	SK631019
Pond	SK632019

*Appendix 4: Schedule of Ecological and Geological Sites*

Woodland	SK636002
Grassland/Scrub	SK639001
Woodland (Half Moon Spinney)	SP638998
Woodland	SP638996
Woodland	SP637994
Hedgerow	SP636987
Pond	SP630985
Hedgerow	SP631982
Grassland/Scrub	SK642007
Woodland	SK640001
Grassland	SP642999
Grassland	SP643998
Woodland (Glen Gorse)	SP642995

**GEOLOGICAL SITE**

**Significant at County Level**

Kilby Bridge Pit (RIGS)**	SP613971
---------------------------	----------

\* Site of Special Scientific Interest

\*\* Regionally Important Geological Site

For the Geological Site Information Service, contact

Senior Geologist  
Leicestershire Museums, Arts and Records Service  
Holly Hayes  
Environmental Resources Centre  
216 Birstall Road  
Leicester  
LE4 4DG

## APPENDIX 5: SCHEDULE OF SITES OF ARCHAEOLOGICAL INTEREST REGISTERED ON THE LEICESTERSHIRE SITES & MONUMENTS RECORD (SMR) TO JANUARY 1992

Please note: Appendix 5 relates to Conservation Proposal 16 which has been deleted by the 'Direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004'.

SMR Site Ref.	Description	Parish	Nat. Grid. Ref.
59NE.AB	Medieval windmill site	Wigston	SP589979
59NE.AC	Medieval watermill site	Wigston	SP589977
60SW.N	Medieval trackway	Oadby	SK635017
60SW.U & BE	Gartree Road Roman road & Roman occupation site	Oadby	(SK628020 to SK637015)
60SW.BK	Medieval church	Oadby	SK623003
60SW.BL	Roman occupation site	Oadby	SK625018
69NW.A	Roman and Saxon site	Oadby	SP622999 (area)
69NW.B	Prehistoric or Roman occupation	Wigston	SP613992
69NW.C	Neolithic site	Wigston	SP619964
69NW.D	Roman possible site	Wigston	SP626987
69NW.E	Prehistoric, Roman and Saxon site	Wigston	SP609975 (area)
69NW.F	Post-Medieval chapel & burial site	Wigston	SP608990
69NW.W	Prehistoric cropmarks	Wigston	SP603972
69NW.Y	Prehistoric site	Wigston	SP615981
69NW.BA	Prehistoric site	Oadby	SP619994
69NW.BC	Undated structure	Oadby	SP630997
69NW.BD	Medieval church	Wigston	SP604986
69NW.BE	Medieval church	Wigston	SP609991
69NW.BF	Post-Medieval manor house	Wigston	SP603985
69NW.BS	Roman site	Wigston	SP624987
69NW.BV	Roman Occupation	Wigston	SP618979
69NW.BW	Prehistoric Occupation	Wigston	SP627987
69NW.BX	Prehistoric Occupation	Wigston	SP622986

Leicestershire Museums Archaeological Survey staff will advise on the archaeological impact of any development proposals, and on measures to avoid or mitigate damage.

Source: Leicestershire and Rutland Sites and Monuments Record  
Leicestershire Museums, Arts and Records Service  
Room 700  
County Hall  
Glenfield  
Leicestershire  
LE3 8TB

*Appendix 5: Schedule of Sites of Archaeological Interest Registered on the Leicestershire Sites & Monuments Record (SMR) to January 1992*

## APPENDIX 6: BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST

Please note: Appendix 6 relates to Conservation Proposal 19 and Housing Proposal 4 which have been deleted by the 'Direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004'. This proposal relates to Conservation Proposal 22 which has been retained.

Factual update: 7 Glebe Road has been amended and moved onto the Statutory Listed Building List from the Schedule of Significant Local Buildings

### 6(a) Statutory List

A number of local buildings are included on the list of buildings of special architectural or historic interest compiled by the Secretary of State for the Environment for the purposes of Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The grades show the relative importance of each building.

Grade I - buildings of exceptional interest.

Grade II\*- particularly important buildings of more than special interest.

Grade II - buildings of special interest which warrant every effort being made to preserve them.

Property	Grade
<b>Oadby</b>	
Church Street No. 21	II
Gartree Road	
Grange Cottage	II
Lodge Cottage	II
South Lodge	II
Glebe Road	
Glebe Mount (No. 1)	II
The Knoll and Stables No. 7	II
Glen Road	
Oadby Grange Farm (No. 113)	II
London Road	
Church of St. Peter	II*
The War Memorial	II
No. 53	II
No. 67	II
Nos. 44-48 (evens)	II
Stoughton Drive South	
Hastings House and Lodge	II

*Appendix 6: Buildings of Special Architectural or Historic Interest*

Beaumont Hall and Lodge	II
Wigston Road	
The Nook	II
Telephone Kiosk adjoining the Church	II
<b>Wigston and South Wigston</b>	
Blaby Road	
Church of St Thomas	II*
St Thomas's Vicarage	II
Bull Head Street	
No. 86	II
Bushloe End	
No. 42 & 44	II*
Workshop to rear of 44	II *
Central Avenue	
No. 1 (Avenue House)	II
Church Nook	
Church of St Wistan	II
Leicester Road	
The Grange	II
Long Street	
No. 34	II
United Reform Church and Boundary Railings	II
Moat Street	
Church of All Saints	I
Newgate End	
No. 2	II
No. 3	II
No. 10	II
The Manor House, Boundary Wall and Gate Piers	II
Spa Lane	
Nos 7 & 9	II
Station Road	
Bushloe House (Council's Offices)	II
Welford Road	
Turnover Bridge on The Grand Union Canal	II

## 6(b) Schedule of Significant Local Buildings

These buildings are of local historic or architectural interest. They are not subject to any special statutory planning controls by virtue of being included in this schedule although those buildings which are located within one of the conservation areas in Oadby & Wigston will be subject to statutory controls for that reason. However, the inclusion of a building or group of buildings in this schedule will be a material consideration when a planning application is being determined.

Buildings which are of group, rather than individual, merit are shown in *italics*.

The detailed schedule, which includes descriptions of the main features of the buildings and their character and setting, can be consulted at the Council Offices.

Street	Buildings
<b>Oadby</b>	
Bankart Avenue	<i>(group value: all both sides, except Nos. 39, 44)</i>
Briar Walk	Brocks Hill House
The Broadway	No. 6 <i>(group value: Nos. 8, 73)</i>
Brocks Hill Drive	'The Elms'
Chapel Street	Ian Wood Photography (former Adult School)
Church Street	No. 23 'Hill Top' No. 25 'The Orchards' <i>(group value: Nos. 2-34 evens)</i>
The Fairway	Nos. 32, 34, 43, 45 <i>(group value: No. 18)</i>
Gartree Road	No. 85 'The Pantiles', vinehouse and garden Stoughton Farm buildings, coach house, and carriage turn.
Glebe Road	Nos. 3, 11
Glen Road	'The Retreat' coach house (No. 5)
Harborough Road	'Launde House' (formerly Ferrolene House) 'Oadby Owl' Public House Nos. 18-26
Knighton Grange Road	Nos. 15, 16, 17, 29, 33, 35, 37, 38 <i>(group value: all both sides, except Nos. 15A, 20, 22)</i>
Knighton Rise	Nos. 2, 5, 11, 12, 14, 15, 22, 25

*Appendix 6: Buildings of Special Architectural or Historic Interest*

	<i>(group value: all both sides except Nos. 6, 14A, 24, 26, 32)</i>
Leicester Road	Leicester Racecourse, stands and stabling Oadby Baptist Church Former Urban District Council Swimming Baths No. 81 Brooks House Oadby Court No. 1-5 Memorial North Side of Ellis Park
London Road	No. 17 'The Black Dog' Public House Nos. 24-36 (evens) including gate pier and screen Nos. 38-40 (evens) including gate pier and pillar box No. 65A A & J Carter Ltd No. 66 <i>(group value: Nos. 1, 3, 19, 'The Fox' Public House, 68-80 evens)</i>
Manor Road	Nos. 5 'The Spinneys', 7, 23, 29 Shirley House and Lodge <i>(group value: all both sides except the modern section of Villiers Hall, Nos. 31-35 (odds), 'Pendle', 57, 65, 68, 72)</i>
Meadowcourt Road	<i>(group value: all both sides except Nos. 2a, 34, 35)</i>
The Parade	Nos. 12-16 'The Old Manor Inn' No. 91
Powys Avenue	No. 22
Sandhurst Street	Nos. 1-31
Southmeads Road	<i>(group value: 'Redroofs', 'Elmsthorpe', 'Cotswold', 'Barrington', 'Powerscourt', 'White Wings', 'Rosecourt')</i>
Stoughton Road	North Memorial Homes Framework Knitters Cottages <i>(group value: Nos. 81, 83)</i>
Stoughton Drive South	Digby House Stamford House 'Southmeade' 'Highgrove' Nos. 29, 30 <i>(group value: all both sides between Leicester Road and Manor Road together with Nos. 17, 19, 23)</i>
Wigston Road	St Peters Church Hall The Royal British Legion Moat House Hotel (former house fronting Wigston Road)

**Wigston & South Wigston**

Bassett Street Centre)	South Wigston Girls School (Bassett Community
Bell Street	J Sainsbury Plc
Blaby Road	Nos. 54-64, 69-117 St Thomas's Church Rooms Clarence Hotel Methodist Church Congregational Church
Bull Head Street	Ladies Pride Factory Wigston Library St Wolstan's House Nos. 20-22 No. 36 Rear of Horse & Trumpet, Framework Knitter Shed
Bushloe End	Nos. 4-14 No. 18 No. 48 Coach House in the grounds of Doctors Surgery No. 50 British Legion
Canal Street	The Grand Hotel De Vase Rautledge Works Stamford Shoe Works
Central Avenue	Co-Op Garages (adjoining No. 1)
Countesthorpe Road	Crow Mills
Gladstone Street	No. 26
Granville Road	Nos. 36, 46, 56 & 80
Leicester Road	No. 2 and adjacent archway The Bell Inn Nos. 304-306
Long Street	Long Street School - Public Records Office No. 45 Winchester Snooker Club
Midland Cottages	Nos. 1-20
Moat Street	The Old Crown Rear Nos. 5-7, former framework knitter building Methodist Church and Sunday School Annex Rear No. 116, former framework knitter shed adjacent to Blunts Lane

*Appendix 6: Buildings of Special Architectural or Historic Interest*

Newton Lane	Europa Sportswear factory
Saffron Road	The Cottage North Lodge
Spa Lane	No. 4 Guthspa Works No. 6 & 20
Spring Lane	Nos. 4, 5, 6 & 7
Station Road	Abington House
Tigers Road	Northside - The T.A.V.R.A. building including the modern extension. The Department of Science & Education building (Group value: the remaining Victorian buildings on the north side)
Welford Road	The Mortuary, Wigston Cemetery The Navigation Inn Canal buildings Weighbridge House The Grand Union Canal

## APPENDIX 7: SCHEDULE OF IMPROVEMENT LINES WHICH HAVE BEEN ABANDONED

Location	Properties Affected	Remarks
<b>B582 Blaby Road, South Wigston</b> <i>North side</i> between 300m west and 60m east of the bridge centre line	Forsells Premier Drum and Rail Track	some frontage to be taken and bridge works required if scheme implemented
<b>B582 Station Road, Wigston</b> <i>South side</i> from Swimming Pool to Parlour Close <i>North side</i> from Manor Street to Council Offices	Guthlaxton College; Bushloe High School; Nos 117 to 151 (odd)  Nos 84 to 132 (even)	Garden frontage to be taken if scheme implemented. Existing buildings not otherwise affected
<b>B582 Moat Street, Wigston</b> <i>Both sides</i> , Long Street to A50 Bull Head Street (already rescinded)	Nos 32, 64, 64a, 64b, 68, 106 to 134 (even) 1a, 5, 7, 9, 11, 49 to 69, 99 to 101 (odd) 2, Horsewell Lane, all other properties in Moat Street	Buildings affected, any new development to be set back  Some frontage may be taken if scheme implemented
<b>B5418 Aylestone Lane</b> <i>North side</i> , various sections between Leicester Road and Carlton Drive.  <i>South side</i> , opposite Kings Drive  Adjoining West Avenue and Viking Road junctions plus flank frontage to West Avenue	Nos 9 to 47, 69a to 89 (odd) (to be-retained)  Nos 2 to 36, 208 to 218 (even)  Factory on west side of West Avenue Autocentre on South West corner of Viking Road junction	Garden frontage to be taken if scheme implemented Existing buildings not otherwise affected  Buildings affected, any new development to be set back  Some frontage to be taken if scheme implemented. Existing buildings not otherwise affected
<b>Blunts Lane, Wigston</b> <i>South side</i> from rear of 17a Long Street to the boundary of the Crown	Nos 1, 4, 9 & 15 Bushloe Court 17, 19, 21 Blunts Lane	Landscape/garden area taken if scheme implemented
<b>London Road, Oadby</b> <i>North East side</i> from Church Street to beyond Albion Street  <i>South West side</i> , near to New Street	Nos 1 to 29 (odd)  Vacant plot adjoining No 24	Some properties affected, any new development to be set back Any new development to be set back

*Appendix 7: Schedule of Improvement Lines which have been abandoned*

<b>Leicester Road, Oadby</b> at Church Street junction	No 2 Leicester Road	Garden frontage to be taken if scheme implemented
<b>South Street, Oadby</b> South side	Flank frontage of Nos 45 and 47, The Parade	Building affected, any new development to be set back
<b>Stoughton Road, Oadby</b> East side from 80 metres north of Manor Road extension to Gartree Road	Nos 130 and 132	Necessity for improvement line to be reconsidered following construction of the Eastern District Distributor Road

## APPENDIX 8: HIGHWAY DESIGN STANDARDS

Please note: Appendix 8 relates to Transport Proposal 12 which has been deleted by the 'Direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004'.

### 1. Service Distances

- (a) Refuse collecting vehicle to communal container - maximum 9 metres.
- (b) Dustbin carry distance to refuse collecting vehicle - maximum 25 metres.
- (c) Emergency vehicles to front or back door of residential properties with floors no higher than 6 metres above ground - maximum 45 metres.

These distances shall be measured from the public highway accessible to the service vehicle concerned.

Sources BS5906 (1980)  
Fire Prevention Note 1/70

### 2. Driveways and Hard Standings for Residential Properties

New garages and car ports which give access to a public highway, where there is significant levels of passing foot or vehicular traffic should retain a driveway within the curtilage of the dwelling, sufficient to enable a vehicle to stand clear of the highway whilst the garage doors are opened.

Measurements should be made from the back edge of the public highway and should normally reach the following minimum standards:-

- (a) 5 metres with roller shutter doors.
- (b) 5.6 metres with 'up and over' doors.
- (c) 6 metres with opening doors.

### 3. Gates to Residential Properties

- (a) Where gates are to be erected on busy roads (generally with peak hour flows exceeding 300 veh/hour), they should be set back at least 5 metres from the highway boundary and should open inward only.
- (b) Gates should never open outwards across any part of the highway.
- (c) Where boundary treatments and new driveway entrances could jeopardise pedestrian safety, the provision of 2m x 2m pedestrian visibility splays may be required.

#### **4. Design of Parking Spaces**

The minimum acceptable dimensions for a car parking space will be:-

length	5.0 metres
width	2.5 metres
headroom	2.0 metres

Lorry parking spaces shall be a minimum of 18 metres by 5 metres.

#### **5. Parking for People with Disabilities**

In accordance with the requirements of Transport Proposal 15 and Recreation Proposal 1, adequate provision should be made both in terms of the type and position of parking spaces for people with disabilities. Any parking provision should be made within 50 metres of the destination. Spaces should be 3.6 metres wide or have a transfer area of 1.2 metres to one side of a standard size space. 3.2 metres wide spaces may be acceptable where space is limited. Parking spaces should be clearly marked with the British Standard 'Disabled' symbol in accordance with BS3262 Part 1 and any parking fee concessions should be stated clearly at the parking space.

#### **6. Access Requirements for Dwellings**

(a) No more than five dwellings may be built off a private drive.

(b) No more than 150 dwellings may be built off a single access.

#### **7. Further detailed guidance on current good practice in highway design can be found in:**

Design Bulletin 32 (1992) - Residential Roads and Footpaths  
Leicestershire County Council - Highway Requirements for Development.  
Design Manual for Roads and Bridges

## APPENDIX 9: PARKING STANDARDS

Please note: Appendix 9 relates to Transport Proposal 19 which has been deleted by the 'Direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004'.

1. Almost half of all pedestrian accidents and a quarter of all vehicular accidents involve the presence of a parked vehicle. Stationary vehicles can cause hazards by masking pedestrians, particularly small children, from drivers and by masking moving vehicles from each other. The main aim of adopting parking standards for development is to minimise the use of carriageways for parking and to prevent on-street loading or off-loading of service vehicles. However, it is also important to ensure that car parking is not over provided since this can encourage increased car use. Off street parking spaces lost as a result of new development should normally be replaced.
2. Current Government guidance, set out in PPG13, indicates that the standards set out in the Local Plan should cover a range of maximum and operational minimum amounts of parking and that these should be framed within a strategic context in order to avoid competition between adjoining authorities. The standards set out below are derived from the current, county-wide requirements adopted by the Leicestershire County Council. They are based on the broad land use classes set out in the Use Classes Order 1988 and relate to gross floor areas unless otherwise stated. In using the standards relating to off street car parking the Local Planning Authority will have regard to the availability of alternative transport modes and the proximity of public car parking. Where there is satisfactory alternative transport provision available within the town centres or the development is close to bus routes with frequent daily services it may be acceptable to reduce the level of parking required. It may also be possible to negotiate reduced levels of parking where there is effective control over the approved use.
3. When seeking to negotiate reduced levels of car parking, applicants should be aware of the necessity to ensure that no increase in on-street car parking will take place. Should traffic problems occur the Local Authority could, as a final resort, find it necessary to introduce controls on on-street parking in order to maintain the safety of the highway environment.
4. It is important that the needs of disabled drivers are considered in relation to all types of new development. Where specific disabled spaces are provided they should be located within 50 metres of the destination. Appendix 8 includes details of appropriate designs.
5. All new developments should also make provision for cycle parking, as set out in the final section of this appendix.
6. The Leicestershire County Council is currently reviewing the car parking requirements set out in its 'Highway Requirements for Development.' The Borough Council will have regard for any change to the strategic guidance as it becomes available.

Land Use	Maximum Off Street Car Parking Required	Minimum Operational Requirements for Service or Delivery Vehicles
<b>Class A1 – Shops</b>		
Stores above 3,000 sq.m.	1 car space per 9 sq.m.	1 goods bay or space per 750 sq.m. for stores between 3,000 and 5,000 sq.m. 1 goods bay or space per 1,000 sq.m. for stores in excess of 5,000 sq.m.
Stores between 1,000 and 3,000 sq.m.	1 car space per 12 sq.m. In critical locations on the highway network, the higher standard (1 per 9 sq.m.) may be required for stores between 2,500 and 3,000 sq.m.	Provision shall be made within the site for deliveries and unloading.
Stores between 300 and 1,000 sq.m.	1 car space per 30 sq.m. In critical locations on the highway network, the higher standard (1 per 12 sq.m.) may be required for stores between 750 and 1,000 sq.m.	Provision shall be made within the site for deliveries and unloading.
Stores below 300 sq.m.	2 car spaces up to 100 sq.m. 1 car space per each additional 100 sq.m. thereafter.	
NOTE: Where there is satisfactory alternative transport provision available within the Town Centres or close to bus routes with frequent daily services, it may be acceptable to provide the next lower car parking level.		
<b>Class A2 – Financial and Professional Services</b>		
	2 car spaces up to 70 sq.m. 1 car space for each additional 35 sq.m	
<b>Class A3 - Food and Drink</b>		
	If the layout is defined, one customer car space per 4 sq.m. public area plus one staff car space per 10 tables or 40 sq.m.	Space shall be provided for loading and unloading of service and delivery vehicles clear of the public highway.
	Otherwise there shall be 1 customer car space per 3 sq.m. of public area (excluding services, lobbies, toilets, cloakrooms etc). In addition, staff parking will be required at the rate of 1 car space for each residential member of staff, plus 1 car space per 40 sq.m. of public area for non-residential staff. There shall normally be a minimum provision of 20 car spaces.	Space shall be provided for loading and unloading of service and delivery vehicles clear of the public highway.

Land Use	Maximum Off Street Car Parking Required	Minimum Operational Requirements for Service or Delivery Vehicles
<b>Class B1 – Business</b>		
	2 car spaces up to 50 sq.m.; 1 car space for each additional 25 sq.m.	Provision should be made within the site for deliveries and unloading.
	Or  One car space per 50 sq.m together with appropriate lorry parking.	One lorry space per 400 sq.m. Any loading bays will be considered as parking spaces for the purposes of assessment.
<b>Classes B2 – General Industrial</b>		
Small units up to 235 sq.m	The B1 standard will apply.	Provision should be made within the site for deliveries and unloading.
Units over 235sq.m.	One car space for 50 sq.m. Where there is a substantial element of offices this shall be considered separately.	One lorry space per 400 sq.m. Any loading bays will be considered as parking spaces for the purposes of assessment.
<b>Class B8 - Storage or Distribution</b>		
Small units up to 235 sq.m	The B1 standard will apply	Provision should be made within the site for deliveries and unloading.
Units over 235 sq.m	One car space per 100 sq.m. and, for units in excess of 9,300 sq.m., one car space per 150 sq.m. Special consideration as to the applicable standard shall be given to developments of between 8,500 and 9,300 sq.m.	One lorry space per 400 sq.m. Any loading bays will be considered as parking spaces for the purposes of assessment.
<b>Class C1 – Hotels</b>		
	One car space per bedroom. Additional parking shall be provided in respect of restaurants and public bar areas in accordance with the standards in Class A3 above and, where conference facilities are provided, there shall be additional provision in accordance with Class D1, below.  Staff parking shall be provided in accordance with the Class A3.	Provision should be made within the site for deliveries and unloading.

Land Use	Maximum Off Street Car Parking Required	Minimum Operational Requirements for Service or Delivery Vehicles
<b>Class C2 – Residential Institutions</b>		
	One car space per three bedrooms plus one car space for each staff member on site.	Provision should be made within the site for deliveries and unloading.
<b>Class C3 - Dwelling Houses</b>		
With 4 or more bedrooms	3 spaces	
with 3 or less bedrooms	2 spaces.	
Affordable Housing	3 spaces per 2 dwellings.	
<b>Class D1 - Non-Residential Institutions</b>		
Surgeries and clinics (Doctors, dentists, vets, etc)	One car space per member of staff employed plus two car spaces per consulting room/surgery.	<b>Wherever possible, provision shall be made within the site for deliveries and unloading.</b>
Conference Centres	Two car spaces per three seats where there is fixed seating. Where there is a flexible layout there shall be one car space per 3 sq.m. of conference area.	Wherever possible, provision shall be made within the site for deliveries and unloading.
Exhibition Halls	One car space per 6 sq.m.	Wherever possible, provision shall be made within the site for deliveries and unloading.
Libraries	One car space per each member of staff plus one car space per 25 sq.m.	Wherever possible, provision shall be made within the site for deliveries and unloading.
Schools	One car space per member of teaching staff plus three additional spaces. Where a community wing is to be provided for daytime use 5 additional spaces shall be provided. Provision for access to hard surfaced play areas will be required to provide additional parking for 'out of hours' functions.	Wherever possible, provision shall be made within the site for deliveries and unloading.
Day Nurseries	One car space per member of staff plus an additional space to allow for shift changes.	Wherever possible, provision shall be made within the site for deliveries and unloading.

<b>Land Use</b>	<b>Maximum Off Street Car Parking Required</b>	<b>Minimum Operational Requirements for Service or Delivery Vehicles</b>
<b>Class D2 – Assembly and Leisure</b>		
Sports grounds and clubs	Parking will be required to cater in full for the expected usage of the facility assuming an occupancy rate of 2 persons/car.	For pitches used for team games provision should be made for parking and manoeuvring areas for 1 coach per two pitches (minimum provision to be made for 1 coach).
Golf Courses	100 spaces per 18 hole course. Other sizes of course will be considered on their merits, not pro-rata to the above.	
NOTE: Licensed club facilities within sports grounds (including golf clubhouses) may require additional parking spaces in accordance with the standards given for Class A3 uses.		
<b>CYCLE PARKING STANDARDS</b>		
Appropriate levels of cycle parking will be required for new development proposals, in addition to the vehicle parking standards:		
<b>Land Use Class</b>	<b>Minimum Cycle Parking Requirement</b>	
Classes A1 and A3 (Shop, food and drink)	1 space for every 500 sq.m. up to 4,000 sq.m. gross to be under cover and secure for staff and operational use.  1 space for every 1,000 sq.m. gross for customer use to be in the form of Sheffield racks (or similar) and in a prominent and convenient location.	
Classes A2 and B1 (Financial and professional services, Business use).	1 space for every 400 sq.m. gross to be under cover and secure. Customer parking to be provided on merit.	
Classes B2 and B8 (General and Special Industry).	1 space for every 400 sq.m. gross to be under cover and secure.	
Class C3 High density developments e.g. flats with common facilities.	1 space per 5 dwellings to be under cover and secure.	
Classes D1 and D2 (Non-residential institutions, and leisure).	Enough Sheffield racks (or similar) should be provided in a prominent and convenient location to park the cycles of 5% of the maximum number of people expected to use the facility at any one time. Secure and covered parking for staff to be provided on merit.	



## APPENDIX 10: PRIMARY SHOPPING AREA RETAIL FRONTAGE LENGTHS (SHOPPING PROPOSALS 6 & 7)

The addresses in the tables below relate directly to the frontage lengths shown on the Proposals Map Inset Plans. The base date used for calculating the minimum percentage of A1 Uses, referred to in Shopping Proposals 6 and 7, is the date on which the survey material was submitted to the Inspector for the Local Plan public inquiry.

### Oadby

Address	total length m	Shops (17 Dec 1996)	
		m	%
1-25 The Parade	104.0	73.8	71.0
27-45 The Parade	108.0	81.0	75.0
47-91 The Parade	113.5	94.4	83.2
42-58 Chestnut Avenue	70.0	46.8	66.9
20-40 The Parade	73.8	36.3	49.2
42-96 The Parade	175.6	136.9	78.0
2 Chapel Street - 18 The Parade	76.7	40.5	52.8
11-11D Leicester Road	29.0	23.8	82.1
	750.6	533.5	71.1

### Wigston

Address	total length m	Shops (17 Dec 1996)	
		m	%
42-50 Long Street and 2-22 Leicester Road	84.8	57.1	67.3
1 Aylestone Lane and 32-60 Leicester Road	81.5	59.6	73.1
64-98 Leicester Road	100.0	57.3	57.3
61-71 Long Street	43.3	27.0	62.4
2 Bell Street and 1-21 Leicester Road	81.0	53.7	66.3
23-37 Leicester Road	59.5	42.1	70.8
The Arcade	86.0	76.7	89.2
39-73 Leicester Road	115.0	89.9	78.2
2-30 Bell Street	125.0	113.3	90.6
32-44 Bell Street	61.0	51.5	84.4
1-35 Bell Street	129.0	129.0	100.0
41-47 Bell Street*	16.0	16.0	100.0
* plus redevelopment area	982.1	773.2	78.7



## APPENDIX 11: GLOSSARY OF TERMS

### The Use Classes Order

'The Town and Country Planning (Use Classes) Order 1987' (as amended) specifies various classes of use for buildings and land. Within each class changes of use for another purpose within the same class do not require planning permission. A summary of the classes is set out below. For fuller information reference should be made to the 'Order'.

#### PART A

##### A1: 'Shops'

Includes retail sales, post office, travel agency, hairdressing, funeral direction, and dry cleaners, where the sale, display or service is to visiting members of the public. It does not include hot food sales or motor vehicle sales.

##### A2: 'Financial and Professional Services'

Includes estate agents, betting shops, banks and building societies.

##### A3: 'Food and Drink'

Includes restaurants, hot food take-aways and public houses.

In the plan the term 'non-retail use' has been adopted to include all use classes other than those within Class A1 of the Use Classes Order. Most non-retail uses in town centres will be within either Class A2 (financial and professional services) or Class A3 (food and drink).

#### PART B

##### B1: 'Business'

Includes offices, research and development premises and light industry. Light industry can be carried out in a residential area without adverse environmental effects from noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

##### B2: 'General Industry'

Any industrial use not covered by B1.

##### B8: 'Storage and Distribution'

Covers warehousing for distribution. It does not cover retail warehousing.

#### PART C

##### C1: 'Hotels'

Includes hotels, boarding or guest houses. It does not include hostels.

##### C2: 'Residential Institutions'

Includes care homes, hospitals, nursing homes, residential schools and colleges.

**C3: 'Dwelling House'**

Includes a place of residence occupied by either:

- (a) A single person or people living together as a family;
- (b) Up to, and including, 6 people living together as a single household (including a household where care is provided to residents).

**PART D**

**D1: 'Non-Residential Institutions'**

Includes schools and colleges, medical and health service buildings, clinics, crèches, day nurseries, museums, libraries and places of worship.

**D2: 'Assembly and Leisure'**

Includes cinemas, bingo halls, dance halls, swimming baths, gymnasia and other indoor and outdoor sports and leisure uses.

**Unclassified:**

Any use which falls outside the defined use classes above. This includes amusement arcades, petrol stations, motor vehicle showrooms, taxi or hire car businesses, hostels and scrap yards.

**Other terms used in the Local Plan**

**Affordable Housing:**

This is housing provided within the Local Plan area which is available to people who cannot afford to occupy housing generally available on the open market. The Borough Council has prepared and will maintain an up to date assessment of housing needs in order to ensure that the greatest areas of housing need are identified.

The Housing Needs Assessment completed in 1998 indicates that the greatest need is for affordable family houses with 3 bedrooms, for small (1 and 2 bed) ground floor units for the elderly and small (1 bed) units for young emerging households.

Affordable housing can be provided in two ways.

(a) Low cost market housing. This will be achieved through negotiations on the design and density of a development with the intention of meeting the needs of specified categories of Borough residents, including people who are elderly or have disabilities, and households of different sizes.

(b) Subsidised housing. The preferred option to achieve this will be through the involvement of a registered social landlord. Such housing will need to meet the ongoing needs of residents of the Borough who are unable, because of their income levels, to afford appropriate housing which is generally available on the open market in the Local Plan area. This will include residents in the Local Plan area who are: in accommodation which is shared,

overcrowded or otherwise unsuited to their needs; elderly, retired or disabled people in need of smaller or specialised accommodation; and first-time buyers. The Housing Needs Assessment completed in 1998 indicates that the greatest need is for affordable family houses with 3 bedrooms, for small (1 & 2 bed) ground floor units for the elderly and small (1 bed) units for young emerging households. It may also include people who are employed in the Local Plan area or who are about to take up an offer of employment and who need to live locally. These residents should be identified through the operation of the Borough Council's waiting list.

The occupancy of affordable housing in the Borough will be controlled as appropriate by:

- (a) The involvement of a registered social landlord;
- (b) The use of planning obligations under Section 106 of the Planning Act;
- (c) By conditions limiting occupancy because of the nature of the design of the development.

**Aquifer:**

A geological term referring to a layer of rock which carries water.

**Backland Development:**

Development on land which is at least partially surrounded by existing development and which has no highway frontage.

**Care Homes:**

Property used for the accommodation and care of people where:

- (a) More than six residents are housed (including staff); or
- (b) Where six or less residents (including staff) are living together but not as a single household.

N.B. Care homes require inspection and registration by the Leicestershire County Council Director of Social Services under the 'Registered Homes Act 1984'.

**Commitment:**

Land allocated for development in an adopted local plan, land with planning permission or sites under construction.

**Hostel:**

A building providing residential accommodation with communal facilities. It may offer board or facilities for the preparation of food adequate to the needs of residents but with no significant element of care.

**Infill Development:**

Development on a site fronting onto a highway and with previously developed land adjoining it on two sides.

**Local Agenda 21:**

Work by Local Government to strengthen local environmental planning and achieve a more sustainable pattern of development.

**Open Plan Design:**

Development designed to have no means of enclosure to the frontage of the property.

**Pedestrian Preference:**

Streets where vehicles are allowed access but only for defined limited purposes and times. Vehicles should give way to pedestrians.

**Pedestrianisation:**

Total vehicle exclusion except for emergency vehicles. With time limited pedestrianisation vehicles may have access for loading and unloading outside a specified time period.

**Permitted Development:**

A range of minor works which are granted consent by virtue of the Town and Country Planning (General Permitted Development) Order 1995 (as amended). The Local Planning Authority may choose to remove permitted development rights by condition in certain circumstances.

**Retail development locations:**

Edge of Centre: for shopping purposes this is a location within easy walking distance (i.e. 200-300 metres) of the primary shopping area, often providing parking facilities that serve the centre as well as the store, thus enabling one trip to serve several purposes. For other uses, such as offices or leisure, edge-of-centre may be more extensive, based on how far people would be prepared to walk.

Out-Of-Centre: a location that is clearly separate from a town centre, but not necessarily outside the urban area.

Out-of-Town: an out-of-centre development on a green-field site, or on land not clearly within the current urban boundary.

**Shop Front:**

The main display window(s) of a shop together with the entrance door(s) and surrounding areas of wall, including the area above the window(s) designed to accommodate signs.

**Small Site:**

Housing site providing less than 10 dwellings.

**Windfall Site:**

A site within the urban area which has not been identified for development in the Local Plan but which becomes available during the plan period. The term is used for housing development on sites large enough to hold 10 or more dwellings.