

Borough of Oadby & Wigston



Oadby & Wigston

DEVELOPMENT PLAN DOCUMENT

TOWN CENTRES AREA ACTION PLAN

ADOPTED 3rd September 2013





Acknowledgements

Oadby and Wigston Borough Council would like to acknowledge and thank the consultancy team for their support and expertise in the preparation of this Area Action Plan.

Taylor Young as lead consultant has provided town planning, masterplanning and urban design skills, assisted with public consultation events and worked on the preparation of the Area Action Plan documents. BE Group has provided commercial and retail expertise and provided advice on viability and delivery. Halcrow has provided traffic and transport expertise and advised specifically on transport schemes in Wigston. All of this work has been essential to support Council staff in compiling the necessary evidence required for the Area Action Plan.

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Foreword

The centres of Wigston and Oadby are at the heart of our Borough and provide for the needs of its residents. However, both centres face their individual challenges and working to overcome these is the only way to achieve better places to provide for current and future generations. The masterplans therefore show how the centres might look in the future – attractive and desirable places that people choose to visit, work, invest and live in, and these will be delivered, in part, through planning policies.

The Borough Council has therefore produced this Area Action Plan that is supported by a thorough evidence base. The Borough Council is committed to working hard to implement and achieve the actions set out within it, and to ensure that others, including public and private sector partners, meet and where possible exceed expectations.

The preparation of the Area Action Plan reflects significant community involvement as well as closely working with partner organisations. This has led to masterplans that have embraced the principles of localism and have been truly informed and influenced by the views of local people, helping to deliver a better future for our communities and local businesses.

This Area Action Plan links directly to the spatial objectives and policies within the Core Strategy. These documents will therefore help to shape our communities today and in the future.



Councillor John Boyce

Leader of Oadby and Wigston Borough Council



Equalities statement

Oadby and Wigston Borough Council seeks to celebrate our diversity. It does, however, recognise that individuals and communities may experience unlawful discrimination in many ways despite equality law and many examples of good practice in the Borough.

The Borough Council considers equality as a basic human right and believes that all groups should be treated with respect and valued equally. We actively oppose all forms of unlawful or unfair discrimination.

As a Borough Council we believe that no one within our community should be disadvantaged, irrespective of; where they live; their gender; their age; their disability; their religious belief; their race or sexual orientation.

We will ensure that every effort is made to provide key services to all. Oadby and Wigston Borough Council actively encourages public engagement and participation from all sections of the community in all aspects of decision making and provides a variety of ways and means of doing so.

A full Equality Analysis of this Area Action Plan is contained within a separate document.



Chapter 1. Introduction

- 1.1** The Oadby and Wigston Town Centres Area Action Plan forms a major part of the statutory planning basis for the determination of development proposals within Wigston and Oadby, that will deliver transformational change over the Plan period and beyond. It includes planning policies to guide and inform development proposals and decisions, as well as providing aspirational yet deliverable masterplans, with supporting policy that will assist in delivering the ambitions of the Area Action Plan.
- 1.2** The document is part of the Borough Council's Local Plan along with the Core Strategy which was adopted in September 2010. It will be joined by further guidance and Development Plan Documents which are detailed in Chapter 2 of this document.
- 1.3** This document forms the final Oadby and Wigston Town Centres Area Action Plan that was adopted at full Council on the 21st February 2013.

Structure

- 1.4** This Area Action Plan contains planning policies relating to development within each Area Action Plan boundary, as well as specific policies that will support the delivery of the masterplans' ambitions for the successful and sustainable futures of the towns.
- 1.5** This Area Action Plan is divided into 5 main sections, as follows:
- Introductory sections;
 - Introduction
 - The Policy Context
 - The Spatial Context
 - Development Control policies (which apply to both Wigston and Oadby);
 - Wigston Masterplan and associated policies;
 - Oadby Masterplan and associated policies;
 - Infrastructure and Monitoring;
- 1.6** A number of photographs are used throughout the report to illustrate certain points and clarify the aspiration, and they are referenced to their source where known. Although many of these are from larger towns and cities, the principles remain the same and they have been chosen as good examples of the points they are illustrating.
- 1.7** All plans are shown not to scale with north to the top of the plan.
- 1.8** For the avoidance of doubt, references to town centres includes both Wigston and Oadby notwithstanding that technically, Oadby is currently classified as a District Centre.
- 1.9** Both centres are covered under this single Area Action Plan as they have a strong relationship to one another. It is considered that dealing with them in this manner will help to ensure that the objectives for both are met comprehensively, and that each centre remains separate but their roles are complementary to one another.



1.10 This Area Action Plan is supported by a separate Delivery Strategy which forms part of its evidence base and gives detailed strategy and delivery routes for the implementation of the masterplans, including their phasing and infrastructure requirements as detailed in the appendices. Larger schemes will take a longer period of time to deliver and the Area Action Plan is therefore one of the first positive steps in delivering the ambitions for both centres.

1.11 This Area Action Plan has also undergone a full Sustainability Appraisal.

Process

1.12 This Area Action Plan has gone through a series of consultation stages as follows:

- Baseline; Stakeholder engagement - March 2007
- Issues and Options; Public Consultation - June - August 2007
- Preferred Options; Public Consultation - November - December 2007
- Preferred Options Addendum; Public Consultation - November 2008 - January 2009
- Publication Draft Proposed Submission Consultation - October - November 2011
- Examination - June 2012

1.13 Each of the public consultation stages involved at least a six week period of consultation with stakeholders and the local community, through the local press, leaflet drops and public exhibitions in both centres as well as events in local schools. All documents are available on the Borough Council's website and form part of the evidence base to this Area Action Plan.

1.14 At each stage of consultation, comments were considered and responses made, some of which resulted in amendments to the document.

1.15 This consultation process involved separate documents for Wigston and Oadby, which are now combined into this single document which has been progressed more quickly helping to provide more certainty of the Borough Council's expectations.

1.16 During the process of progressing the Area Action Plan since 2007, there have been significant changes in the national economy and indeed in the Planning system itself. The more buoyant market at the beginning of the process may have helped to deliver more comprehensive masterplans, for example seeking wider redevelopment of retail and commercial floorspace. However, as the market has changed so too have rental levels and housing choices being made, which has resulted in alterations to the masterplans.

1.17 The process of progressing Area Action Plans also changed with amendments to planning regulations and the impact of the Localism Bill, including the Government's stated intention of the abolition of Regional Spatial Strategies. This will mean that decisions on targets such as housing and employment development are taken at a more local level, in this case at the Borough level in co-operation with adjoining Local Planning Authorities and



the County Council. The National Planning Policy Framework was published in March 2012; this contains a presumption in favour of sustainable development. The Borough Council has worked to ensure that its planning policy documents are up to date and will therefore provide the framework to guide appropriate development in the preferred locations.

- 1.18** This Area Action Plan promotes the sustainable development of both towns to ensure their successful futures and it is considered an essential and fully justified document as part of the Borough Council's 'Local Plan' as proposed by the National Planning Policy Framework. The Borough Council has embraced the importance of Localism and of working closely with communities throughout the preparation of the Area Action Plan, meeting the requirements of the Borough Council's Statement of Community Involvement, and has well exceeded the statutory requirements for consultation. It is therefore considered that the document fully complies with existing planning policy and regulations and has taken account of those emerging as far as is practically possible.



Chapter 2. Policy Context

Introduction

- 2.1** The Area Action Plan sits within a framework of National, Regional, Sub-Regional and Local Planning Policies and Guidance. This includes, at the national level, Planning Policy Statements and Guidance notes, and the National Planning Policy Framework. The Government has made clear its intention to abolish the regional tier of planning guidance (Regional Spatial Strategies) however this and its supporting evidence remains a valid consideration at the time of the preparation of this Area Action Plan.
- 2.2** The Local Plan comprises a number of policy documents, which includes Development Plan Documents such as the Core Strategy and Area Action Plan, and Supplementary Planning Documents. Following the adoption of the Core Strategy in September 2010, this Area Action Plan is the next Development Plan Document that will be adopted, with the Allocations Development Plan Document to follow.
- 2.3** The Core Strategy is the key planning policy document within the Local Plan, which has been informed in particular by the Leicestershire Sustainable Community Strategy and the Oadby and Wigston Sustainable Community Strategy which are prepared by the Local Strategic Partnerships.
- 2.4** All development proposals within the Area Action Plan boundaries for both Wigston and Oadby will be considered in accordance with policies set out within this document as well as those remaining in the Saved Local Plan, the adopted Core Strategy, future Development Plan Documents and other material considerations (such as the Borough Council's Local Infrastructure Plan and Leicestershire County Council's 6Cs Design Guide) in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004.

Spatial Portrait

- 2.5** The Borough Council's adopted Core Strategy identifies that both centres have suffered from a lack of investment particularly in relation to their public realm, quality of design and in terms of making the best use of land. In turn this has influenced footfall, also influenced by significant investment in Leicester City Centre as the prime alternative shopping and business destination.
- 2.6** Whilst retail vacancy levels within the two towns are low in comparison to the national average, there are indicators that this is rising following the national picture during 2011 which is seeing rising vacancy levels throughout the country. Within the towns, there is not a significant representation of, or requirement from, major national retailers and not the range of floorplates to support modern retailing requirements. Market rental levels are very low for commercial floorspace; whilst this can be an attractor for businesses requiring inexpensive office space, it is not an attractor to investors.



2.7 More detail on the spatial portrait of Wigston and Oadby is given in the relevant chapters of this Area Action Plan.

2.8 The regeneration of the centres is therefore identified as a key issue and challenge for the Core Strategy plan period (to 2026) and is fundamental to achieving the Spatial Objectives for the Borough. This Area Action Plan is the mechanism for identifying the opportunity and guiding development to achieve these objectives.

Core Strategy Vision and Spatial Objectives

2.9 The vision for the Borough, as set out in the Core Strategy, stems from the Sustainable Community Strategy and is as follows: “People aspire to live in the Borough of Oadby and Wigston because it is a safe, clean and attractive place, with a prosperous economy, vibrant town centres and healthy empowered communities.”

2.10 The Core Strategy Spatial Objectives play a key role in linking policies together in the Core Strategy to ensure that the vision is delivered in the most sustainable and comprehensive manner possible.

2.11 Most of the Spatial Objectives are relevant to this Area Action Plan, and indeed its delivery will in turn contribute towards achieving the overall vision. Specifically important Spatial Objectives are as follows:

- Spatial Objective 1: Regeneration of Town and District Centres;
- Spatial Objective 2: Wigston Town Centre;
- Spatial Objective 3: Oadby Town Centre;
- Spatial Objective 5: Improved Employment Opportunities;
- Spatial Objective 6: Growth of the Principal Urban Area;
- Spatial Objective 7: A Balanced Housing Market;
- Spatial Objective 8: Sustainable Design and Infrastructure;
- Spatial Objective 9: An Accessible Borough;
- Spatial Objective 11: Empowering a Safe Community.

2.12 These objectives look to focus high quality sustainable development within the centres of Wigston and Oadby, providing improved retail, housing and employment opportunities for their residents. Development will be fully accessible and designed to reduce car use, as well as promoting social cohesion and interaction and reducing crime and the fear of crime. How these relate to the individual towns is set out at Chapters 4 and 5.

Core Strategy Policies

2.13 Whilst the Local Plan needs to be considered as a whole, there are a number of policies that are of particular relevance to this Area Action Plan, which in turn stem from the Spatial Objectives as set in the preceding paragraphs (see Figure 2.1). Principles as established in the Core Strategy are not repeated verbatim in this Area Action Plan but for clarity the key relevant policy considerations are outlined below.



Core Strategy Policy 1 - Spatial Strategy for Development in the Borough of Oadby and Wigston. This policy supports the regeneration of the town centres; sets out the policy framework for the progression and consideration of the Area Action Plan and associated masterplans. It also sets a target for the number of new dwellings to be provided in the centres to 2026.

Core Strategy Policy 2 - Development in the Centres of Oadby, Wigston and South Wigston. This policy confirms the Borough Council's commitment to the implementation of the masterplans for Wigston and Oadby and provides approximate figures relating to the scale of office and retail development proposed until 2026.

Core Strategy Policy 3 - Regeneration Schemes. This policy sets the framework for this Area Action Plan as well as potential future plans and strategies for the towns to help secure their regeneration.

Core Strategy Policy 4 - Sustainable Transport and Accessibility. The importance of reducing the need to travel and highways infrastructure is explained in this policy.

Core Strategy Policy 8 - Climate Change and Renewable Energy. This policy confirms the Borough Council's approach to reducing CO2 emissions, sustainable construction and renewable energy. This policy also clarifies targets for the achievement of Code for Sustainable Homes 3 - 6 as well as the need for on-site energy generation. These elements will be expected in proposals for major development within the town centres.

Core Strategy Policy 9 - Flood Risk and the Water Environment. The Borough Council's approach to flood risk is clarified in this policy, and whilst on the whole, the levels of solid surfacing will not change significantly through the implementation of the masterplans, the management of surface water run-off particularly from public realm will still be important.

Core Strategy Policy 10 - Community Infrastructure. This policy sets out the Borough Council's approach to developer contributions, ensuring that they will be used to ensure that new development meets the appropriate and necessary on and off-site infrastructure requirements or to mitigate or compensate for the impact of a development on community interests. This policy (supported by the Developer Contributions Supplementary Planning Document) will be of particular relevance to development proposals coming forward within the town centres, for example to contribute towards interventions including, but not exclusively, public realm and highways improvements.

Core Strategy Policy 11 - Affordable Housing. The required levels of affordable housing are set out in this policy. New town centre housing development will need to provide a mix of type and tenure and as such this policy is important and subject to financial viability considerations.



Core Strategy Policy 12 - Housing Needs of the Community. This policy sets out the importance of meeting local housing needs as identified through the Borough Council’s Strategic Housing Market Needs Assessment and other relevant evidence, and accordingly this policy will be an important contributing factor to considering detailed design of new residential development.

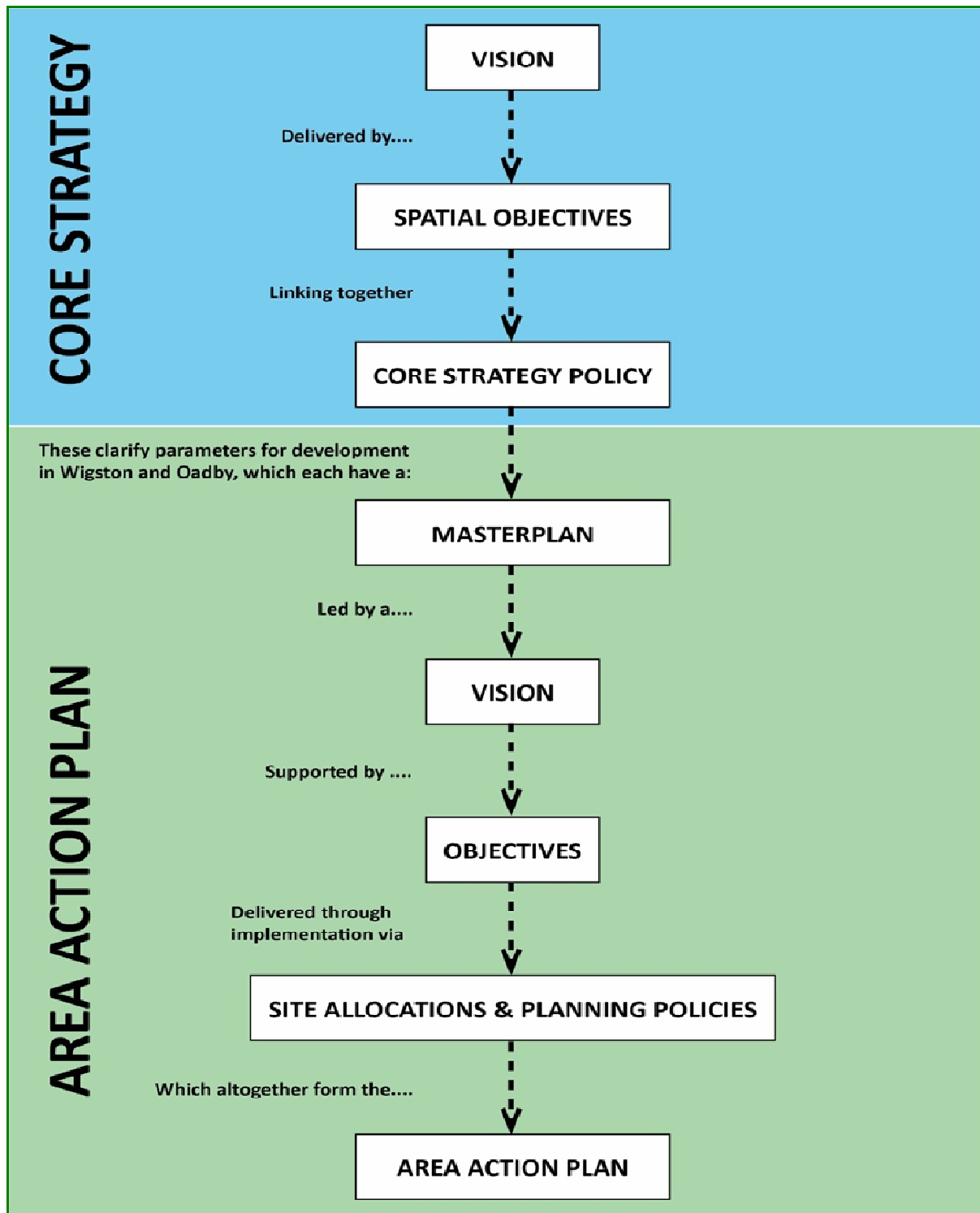


Figure 2.1 Policy Context



Core Strategy Policy 14 - Design and Sustainable Construction. The importance of high quality inclusive design and sustainable construction is clarified in this policy and will be of paramount importance in the success of the future town centres. It also stresses the importance of achieving layouts that are safe, secure and those that enhance community safety.

Core Strategy Policy 15 - Landscape and Character. This policy sets out the need to protect and enhance the historic character of the Borough by considering the quality and character of the built environment. Whilst the town centres do not benefit from large numbers of listed buildings or buildings that contribute to local character and their cores do not fall within a conservation area, reflecting or creating local distinctiveness through design, and the protection and enhancement of heritage assets that remain will be important.

Core Strategy Policy 16 - Community Facilities and Places of Worship. This policy clarifies that town and district centres are the most appropriate locations for places of worship and community facilities.

2.14 These policies are supported by a significant amount of evidence and this Area Action Plan complies with and reflects all the relevant policies and objectives accordingly.

2.15 It also relates to the Borough Council's Local Infrastructure Plan which sets out all essential and desirable infrastructures to support the quantum of development as proposed in the Core Strategy to 2026. Essential infrastructure requirements are summarised in Appendix 2 of the Core Strategy. The Local Infrastructure Plan is reviewed annually and developed in line with all up to date national, sub-regional and local policy guidance. How the development of the town centres in particular relates to the Infrastructure Plan is set out in Appendix D of this Area Action Plan.

Quantum of Development

2.16 Core Strategy Policy 2 includes target figures for the quantum of development within each of the centres. This was a requirement of the Inspector following the Public Examination of the Core Strategy, and as such is a binding requirement. These figures were based on earlier versions of the masterplans that had not undergone detailed delivery and cost testing but were based on the stronger retail and commercial market of previous years.

2.17 As the economy has changed and the draft masterplans underwent more testing commensurate with their stage of preparation, it became clear that those target figures were not achievable given the current economic climate, and as such there is a difference between Core Strategy and Area Action Plan figures. These differences will be reviewed through the Borough Council's Strategic Housing Land Availability Assessment and monitoring reports, and will be accommodated elsewhere within the Leicestershire Principal Urban Area, within the Direction for Growth area or in time, within the three centres within the Borough as the foci for new development.



2.18 The Area Action Plan remains consistent with the Spatial Objectives and the overall policy thrust of the Spatial Strategy as set out in the Core Strategy. Planning policy documents are designed for their longevity, in this case up to 2026, and it is anticipated, confirmed by the Inspector of the Core Strategy Examination, that the economic climate will recover over this timescale.

2.19 Therefore, whilst the masterplans show in some areas slightly different figures than contained within the Core Strategy, these are approximate figures which can be exceeded with appropriate and fully justified proposals as long as they remain in accordance with the Core Strategy.

Spatial Context

2.20 The Borough of Oadby and Wigston sits directly to the south of Leicester city centre, and its' built up areas fall within the Leicester Principal Urban Area. Located further north are Loughborough, Derby and Nottingham with Hinckley, Nuneaton, Coventry and Rugby to the south west. To the north east, east and south east lie largely rural areas dotted with market towns including Market Harborough and Melton Mowbray as identified at figure 2.2 below.

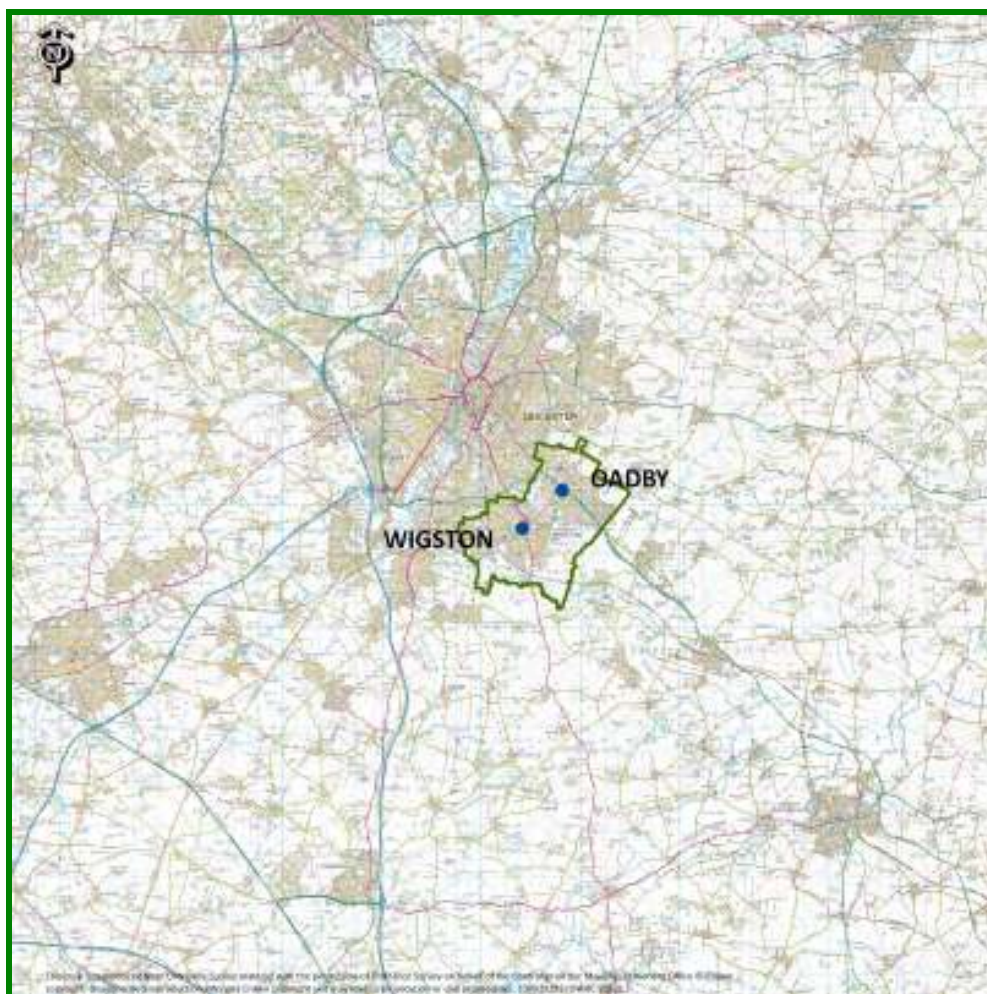


Figure 2.2 Spatial Context showing Borough Council Boundary



- 2.21** In terms of the hierarchy of centres, Leicester is the only City Centre within the Principal Urban Area, with Wigston and, Beaumont Leys identified as Town Centres. Oadby and South Wigston are identified as District Centres. There are nine identified local centres within the Borough.
- 2.22** The Borough sits relatively close to the motorway network within easy access of the M1 and M69, with both centres sitting on major road and bus links into Leicester City Centre, with direct rail services available from South Wigston to Leicester and Birmingham.
- 2.23** The Borough's population is 55,795 (2001 census) with the average age slightly above the national figures. Wigston is the larger of the two settlements with a population of 25,645, followed by Oadby (22,679) and the Borough's smaller centre, South Wigston (7,471).

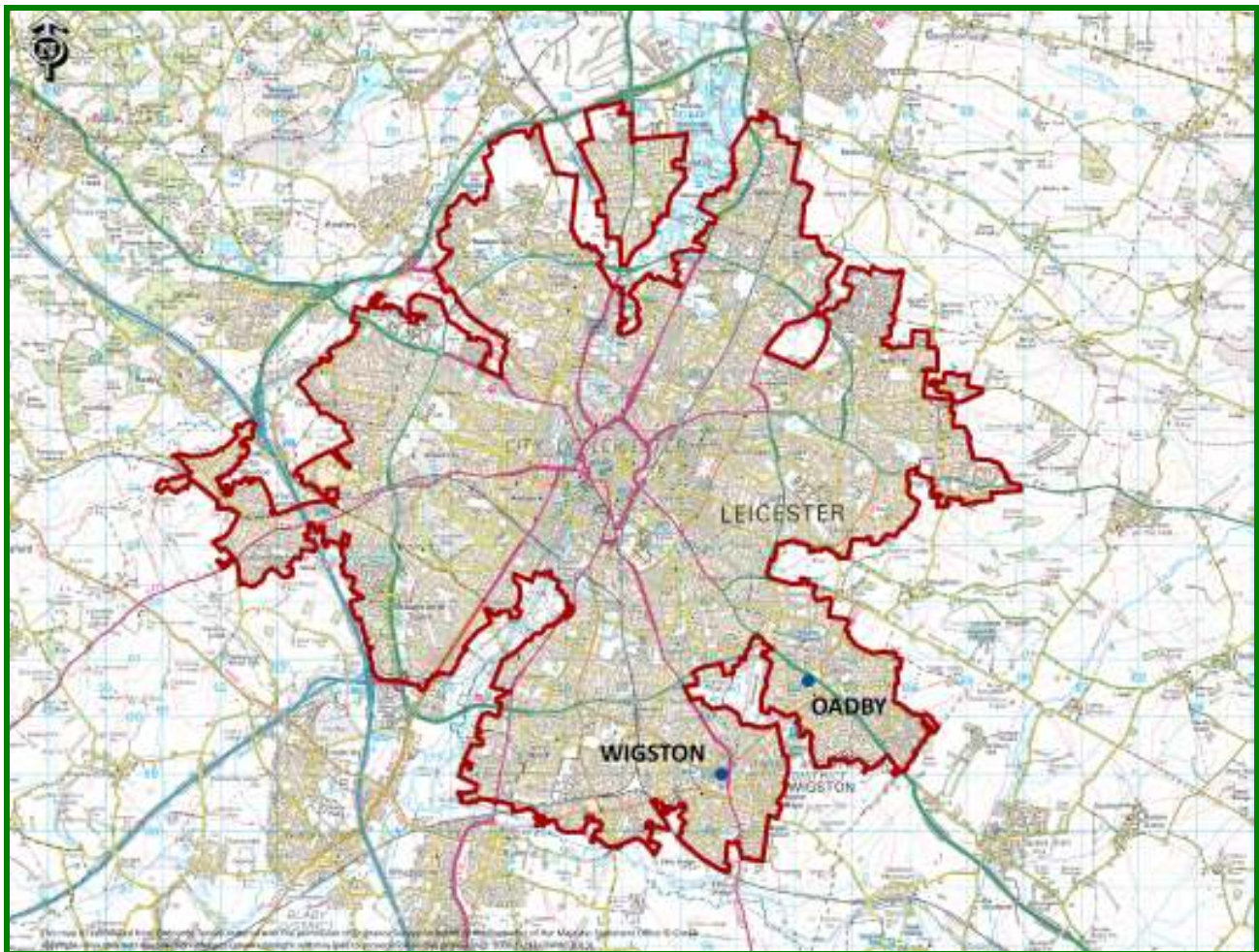


Figure 2.3 Leicester Principal Urban Area

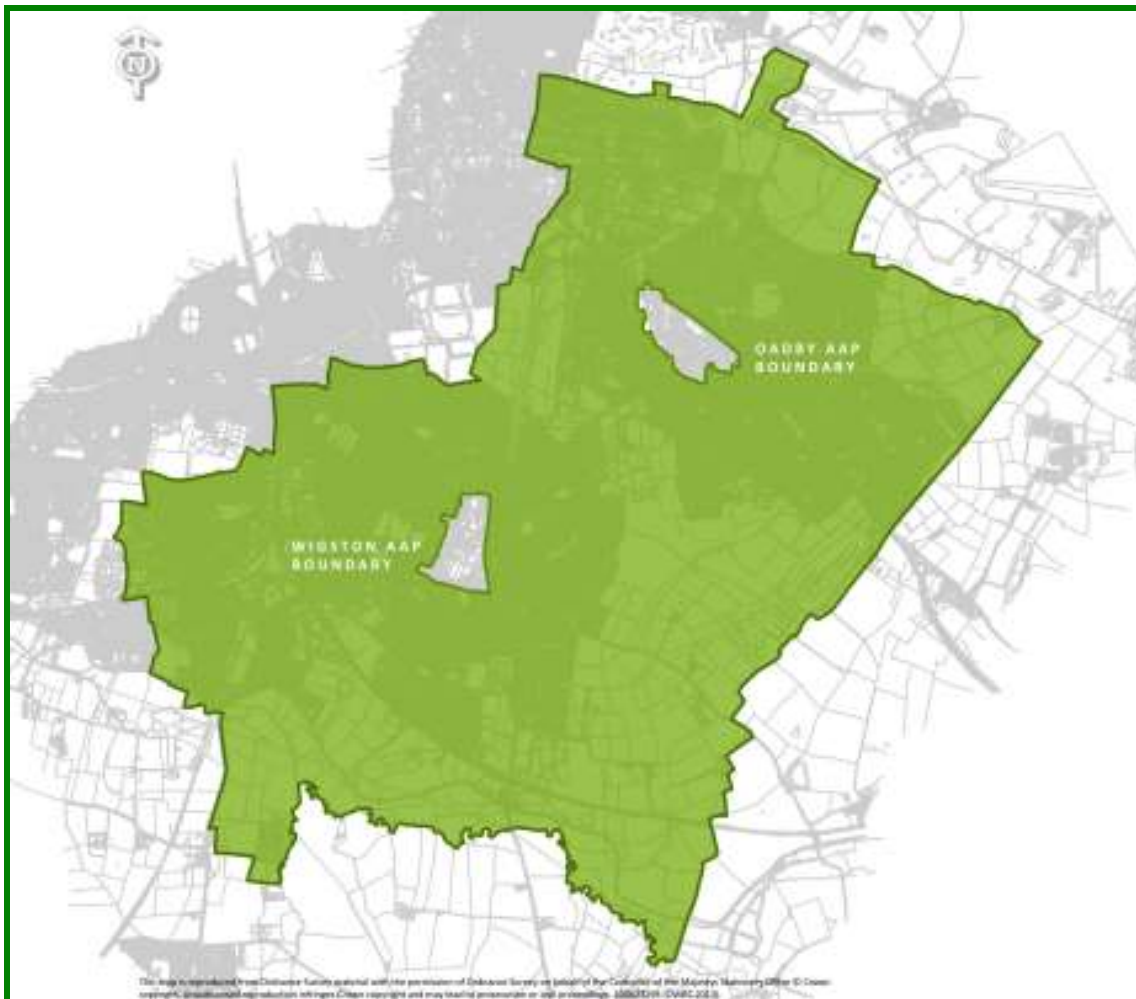


Figure 2.4 Oadby and Wigston Borough Council and Area Action Plan Boundaries

2.24 The Core Strategy sets out a clear spatial portrait for the Borough and the range of issues and challenges that the Borough Council aspires to tackle through the planning system and the delivery of the Core Strategy and its associated Local Plan documents, and these are summarised in Chapter 4 and 5. Whilst to some extent these are nearly all appropriate to consider as part of the regeneration of Wigston and Oadby town centres, key issues are as follows:

- The quality of the built environment;
- A more prosperous and dynamic economy;
- Reducing the shortfall in affordable housing;
- The regeneration of Wigston, Oadby and South Wigston;
- Locating development so as to improve public transport and reduce car use;
- Sustainable design being integral to new development.

2.25 These challenges inform the Vision and Spatial Objectives within the Core Strategy and are cross referenced throughout this Area Action Plan.



Development Control Policies

- 3.1** Policies in this chapter apply to both Wigston and Oadby. In policy wording and their explanation, reference is made to town centres and their cores. Whilst Oadby is not currently classified as a town within the retail hierarchy, references to town centres (such as in Policy AAP2) clearly apply to both Wigston and Oadby. References to the 'core' of the town do not relate to a specific delineated area but the general centre of each town, usually comprising the primary and secondary shopping frontages and the allocated sites for development.
- 3.2** Policies should be considered alongside the town-specific policies in the following chapters which also set out the vision and objectives.

Area Action Plan Policy 1 – Presumption in Favour of Sustainable Development

When considering development proposals within the Town Centre's the Council will take a positive approach that reflects the presumption in favour of sustainable development.

The Council will always work proactively with applicants jointly to find solutions which mean that development proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions of Oadby and Wigston town centres, areas within the Area Action Plan boundaries and the wider Borough.

- 3.3** Paragraph 14 of the National Planning Policy Framework sets out the definition of the Presumption in Favour of Sustainable Development. Policy 1 (above) sets out how Oadby and Wigston Borough Council will deliver the requirements of the Presumption in Favour of Sustainable Development locally through the implementation of the Town Centres Area Action Plan.
- 3.4** Planning Applications that accord with the policies in this Area Action Plan will be approved without delay, unless material considerations indicate otherwise. The National Planning Policy Framework and the Presumption in Favour of Sustainable Development will be a material consideration in relation to the policies in the Area Action Plan and the planning decisions that are made by the Council.

Area Action Plan Policy 2 - Town Centre Boundaries

The Borough Council will consolidate the town centres of Wigston and Oadby within their respective town centre boundaries as shown on the Adopted Policies Map. Retail, leisure and commercial proposals will be directed as appropriate towards primary and secondary frontages and allocated sites for development.

- 3.5** The progression of this Area Action Plan identified a range of options for the redevelopment of the town centres as reported in the evidence base to this Area Action



Plan. This included considering options of growth, consolidation and contraction, with a range of actions and interventions within each option.

- 3.6** The growth option has significant delivery constraints, not least that the market would be unlikely to support such significant growth, but also the need for acquisition of significant parcels of land.
- 3.7** Consolidation considered the focusing of opportunities within the core of the town, with a balance of development types including retail, commercial, leisure, residential, civic and public realm, thereby animating the town for longer hours of the day through town centre living, increased footfall and more attractive centres. It also focused on parcels of land within single ownerships that will contribute towards ease of delivery.
- 3.8** Contraction would involve minimal intervention and it is considered that this would not overcome the issues as set out in the spatial portrait. Development would only be market-led within this option with little strategic guidance which is likely to result in the contraction of the prime function of the towns as retail destinations for local people.
- 3.9** The Area Action Plan options report therefore concluded that a strategy for the consolidation of towns spatially, but growth in terms of retail and commercial floorspace on specific allocated sites would best secure the successful and sustainable futures of the towns. The town centre boundaries are therefore drawn tightly to deliver a well defined core containing the proposed new floorspace. This also ensures that any retail development on the edge of the centres that could undermine the vitality and viability of the centres and therefore achievement of the spatial objectives and the vision is resisted.

Area Action Plan Policy 3 - Primary Frontages

At the ground floor level of primary frontages as identified on the Adopted Policies Map, planning permission will be granted for non-A1 uses, provided that more than 70% of units within all such frontages in Wigston (90% of units on Bell Street) and 65% in Oadby remain in A1 retail use, and no more than three consecutive units are in non-A1 use on the identified frontages. Proposals that do not conform to these requirements will not be permitted unless significant regenerative benefits can be demonstrated.

- 3.10** The prime function of the town centres of Wigston and Oadby is as shopping locations. To maintain a vibrant and successful core to the centres, it is important to maintain a high proportion of retail units. Too many non-A1 retail uses within the Area Action Plan Boundary will compromise the retail function of the town by diluting the overall supply of retail floorspace.
- 3.11** However, it is acknowledged that there may be circumstances where more non-A1 uses than the percentage identified could be acceptable within the primary frontages depending on the use, and how they would contribute to the vitality and viability of the centre. For example A2, A3, A4, A5 and D1 uses such as cafes, restaurants, bars, a community centre, Council office or major service provider may be able to demonstrate significant



regenerative benefits. In these cases, a strong argument will need to be put forward that will justify the proposal in regeneration terms and prove the contribution that they will make to the vitality and viability and thereby long term success of the town. Simply filling a shop unit with a non-retail use will not be a strong enough reason.

- 3.12** Whilst the principle of the policy remains the same for each town, the percentages are different to reflect the baseline position as re-surveyed in 2010 which identified that Oadby already has a higher proportion of non-A1 uses within its primary frontages. This is shown in detail at figure 3.1 below. It also reflects the differing visions and roles for each town as set out in the following chapters.
- 3.13** The percentages given (70%, 90% and 65%) apply to the combined figures for all primary frontages within each centre. Surveys undertaken in 2010 identified that 75% of primary frontages within Wigston (beyond Bell Street) were in A1 retail use, 90% on Bell Street and 69% in Oadby. These calculations include the former uses of vacant units as these would not require planning permission to open within the same use class.
- 3.14** Surveys will be updated annually as part of the Annual Monitoring Report.
- 3.15** For the avoidance of doubt, the frontages where consecutive units are counted are identified on the Adopted Policies Map. They broadly reflect clear breaks in the building line but in some circumstances these are included within the defined frontages. Appendix B shows the breakdown of frontages and A1 uses for each identified frontage and will be subject to regular updating during the lifetime of this Area Action Plan.
- 3.16** Bell Street, Wigston - On the primary frontage of Bell Street, as identified on the Adopted Policies Map, a higher percentage has been applied to reflect its role as the key retail destination within the Borough.



Uses	Oadby		Wigston		National Average (2009)*
	Number	%	Number	%	
A1 Retail	62	62%	85	66%	56%
A2 Financial and Professional Services	17	17%	16	12%	11%
A3 Restaurants and Cafes	4	12%	8	12%	22%
A4 Drinking Establishments	3		4		
A5 Hot Food takeaways	5		3		
D2 Assembly and Leisure	0		1		
D1 Non-residential institutions	5	5%	2	2%	Not known
Sui generis	1	1%	1	1%	n/a
Vacant	3	3%	12	9%	11% (2009) 15% (2010)**
Total *	100		132		

* Experian Goad. ** British Property Federation / Local Data Company

Figure 3.1 Shop counts within AAP town / district centre boundary, 2010 (figures rounded)

3.17 With future redevelopment it may be necessary to review the primary frontages to ensure that they reflect appropriately new development and maintain the right levels of retail and non-retailer occupancy within these areas. More clarity is set out in the following chapters and the site specific policies.

Area Action Plan Policy 4 - Secondary Frontages

At the ground floor level of secondary frontages as identified on the Adopted Policies Map, planning permission will be granted for class A1, A2, B1, D1 and D2 uses. Use classes A3, A4 and A5 will also be permitted provided that they do not adversely impact upon the vitality and viability of the town as a whole. Where proposals would result in an over-concentration of similar uses that would harm vitality, viability, local amenity including residential amenity, or safety, permission will be refused.

3.18 Secondary frontages need to accommodate a range of commercial uses, for example banks and buildings societies and other services that contribute to a successful town centre. They, together with a small proportion of the primary frontages, need to accommodate other uses such as cafes and bars which will help diversify the town, making it a more welcoming shopping destination.



- 3.19** The over concentration of similar facilities within the shopping areas can have a detrimental impact on the town, for example a row of bars that may have noise, anti-social behaviour and traffic implications.
- 3.20** Most secondary frontages mark the edge of the town centre and sit alongside residential property. The protection of existing residential amenity (or amenity of proposed new residential development as proposed through the site specific policies) is therefore a key material consideration when determining planning applications in these areas and will be given appropriate consideration.
- 3.21** With future redevelopment it may be necessary to review the secondary frontages to ensure that they reflect appropriately new development and maintain the right balance of retail and non-retailer occupancy within these areas. More clarity is set out in the following chapters and the site specific policies.

Area Action Plan Policy 5 - Other areas within the Town Centre Boundary

Within the town centre boundary but beyond the primary and secondary frontages, proposals for the change of use to residential will be considered favourably. Proposals for other appropriate uses such as offices or community facilities will also be considered favourably.

Proposals for change of use of buildings to uses that would be better located within the core of the town centre (particularly A1 retail uses) must demonstrate why they cannot be located within a primary or secondary frontage, and will only be granted planning permission if it can be demonstrated to a standard which is acceptable to the Local Planning Authority that they will not result in any harm to the vitality and viability of the town, as well as local amenity considerations.

Significant development proposals within these areas that could contribute to the delivery of the masterplans will have to justify to a standard which is acceptable to the Local Planning Authority why they are not located in allocated areas.

Where appropriate, the ecological value of proposed sites for development and opportunities for habitat enhancement should be sought.

- 3.22** These areas are in predominantly residential use and therefore change of use to residential is likely to be acceptable in principle subject to other Area Action Plan and Core Strategy policies. Significant change from this residential character is likely to harm residential amenity and should therefore be discouraged. Whether a development is considered significant in its impact will depend on its context. The focus for all commercial development should be the core of the town, i.e. primary and secondary frontages, and the allocated sites.
- 3.23** The masterplans clearly define key allocations for development and how these will contribute towards meeting approximate levels of development. Allowing significant



development (i.e. major applications) outside of these areas may compromise the ability of implementing the masterplans and should therefore be resisted unless the applicant can fully justify their position to a standard which is acceptable to the Local Planning Authority and demonstrate why it cannot be located within the allocated areas for redevelopment.

- 3.24** Whilst allocated sites are currently ‘Other areas within the Town Centre boundary’, their future development will result in their ground floors becoming primary and secondary frontages which will be defined at the time of development. Site specific policies therefore override this policy where appropriate and proposals that would compromise the ability to achieve the ambition for allocated sites will be resisted. Likewise, proposals that are located beyond allocated sites but could contribute to achieving the ambition will need to justify why they are not located in such areas.

Area Action Plan Policy 6 - Other Areas Within the Area Action Plan Boundary

Areas that are located outside of the town centre boundary but within the Area Action Plan boundary are primarily residential in nature and therefore proposals that harm the residential amenity of these areas will not be permitted.

Proposals for new development or change of use of buildings over 200sqm that would be better located within the core of the centre (particularly A1 retail or B1 Office uses but also including leisure development) will have to prove sequentially why they cannot be located within a primary or secondary frontage or a site allocated for development, and will only be granted planning permission if it can be demonstrated to a standard which is acceptable to the Local Planning Authority that they will not result in any harm to local amenity or the vitality and viability of the centre.

Proposals involving new retail, office or leisure floorspace over 2,000sqm within or adjoining the Area Action Plan boundary will also be required to be supported by an impact assessment.

Where appropriate, the ecological value of proposed sites for development and opportunities for habitat enhancement should be sought.

- 3.25** To establish if development is likely to have an impact upon any existing ecological value an ecological survey will be required. Measures should be identified and implemented to facilitate habitat enhancement and / or creation as part of any development. Measures should also be taken to increase the amount of natural green space as part of any new development where is known to be a deficit as set out in the Council’s Annual Open Space Review.
- 3.26** The Area Action Plan boundary reflects the town centre boundary from the saved Local Plan Proposals Map which formed the basis for the development of this Area Action Plan. The areas that are located outside the revised town centre boundaries but within the Area



Action Plan boundaries are covered by this policy. The policy has been included to ensure that there is no policy vacuum between the Core Strategy and this Area Action Plan.

- 3.27** Areas that are located outside the town centre but within the Area Action Plan boundary are predominantly residential in nature. It is important that the existing character of these areas is retained and to ensure that development proposals do not detract from amenity for example through noise or traffic generation.
- 3.28** Proposals over 200sqm for uses that should be located within the town centre boundary (as set out in previous policies) will have to prove why this is not appropriate through the sequential testing of alternative sites, some of which are identified in this Area Action Plan.
- 3.29** Developments exceeding 2,000sqm within or adjoining the Area Action Plan boundary will also have to be supported by an impact assessment that will address the impact of the proposals on existing, committed and proposed public and private investment in the centre and centres within the likely catchment including local consumer choice and trade for a ten year period following the opening year. This figure is lower than that as set out in Planning Policy Statement 4 and the National Planning Policy Framework as the centres are small and considered less likely to withstand the impact of excessive new out of centre retail development.

Area Action Plan Policy 7 - Shop Fronts

Proposals for the installation or replacement of shop fronts will be assessed against the following criteria:

- **All proposals should improve the appearance, and be designed within the scale and architectural character, of the building within which they are located and the local vernacular.**
 - **All shop fronts should remain within their existing structural openings and be framed with fascia signs.**
 - **Adjacent shop fronts should be separated by a pilaster, matching the building.**
 - **Original pilasters should be retained where they exist and where practicable.**
 - **All original features, such as iron columns, timber, ornamental brackets or carved stonework, should be preserved or restored where practicable.**
 - **All canopies should be retractable and sited below the fascia.**
 - **All shop fronts must present an open and active frontage to the street.**
- 3.30** New shop fronts should improve the appearance of the streetscene and should always be designed and use materials appropriate to the building and the local vicinity. This is relevant whether it is a building within a Conservation Area or a 1970's shop unit.



- 3.31** Corporate branding and signage will not always be appropriate and in sensitive locations (for example within and adjoining Conservation Areas) applicants will be encouraged to use alternative designs and approaches.
- 3.32** In order to ensure a high standard of shop front design, all proposals will require detailed elevation drawings of the proposed shop front (to include shutter detail if required in accordance with Policy Area Action Plan 7) in relation to the building within which it is to be located, as well as showing adjacent shop fronts for contextual purposes.
- 3.33** Retention of facades above shop fronts or shop fronts as a whole that are considered to be of good quality, or have special, architectural or historic interest will be encouraged, especially within Conservation Areas. Further guidance is set out in the Borough Council's Conservation Areas Supplementary Planning Document.
- 3.34** Whilst the attractiveness of a building should not be compromised, consideration should be given to natural surveillance and safety and security when designing new shop fronts. This also applies to the size and height of any canopies which should not compromise pedestrian safety or visibility.
- 3.35** Many premises such as banks and betting shops, and some A1 units, may have blank frontages which can be unattractive in the streetscene, and such proposals will not be permitted. All commercial premises within the centre will need to present well designed, attractive, open, active and welcoming frontages to help contribute to the vitality and viability of the centre.
- 3.36** Cafes, restaurants and bars may seek space on the pavement for tables and chairs. Such use requires planning permission (change of use from pavement to cafe) and a licence from the Highways Authority. In many parts of the centres this will be wholly appropriate and encouraged for example on wide pavements (such as in Oadby) and in pedestrianised areas, as these will add to the centres' vitality. The role of the public highway is to allow the public to pass and repass and this principle along with safety considerations will be key in determining applications accordingly.



Traditional shop front design reflecting occupier. A good example of independent retail (Bury)



Attractive shop front with active outside space, adding to the vitality of the vicinity (Worcester)



Modern shop front design with double height frontage appropriate for new development (Bury)



Welcoming and active shop front of traditional design enlivening the streetscene (Oadby)

Area Action Plan Policy 8 - Security Shutters

In order to avoid the potential negative impacts of the appearance of security shutters (including roller shutters), all proposals that require their installation will be assessed against the following criteria:

- The applicant must satisfy the Local Planning Authority that the type of security shutter they are proposing is the most appropriate.
- Shutters should not obscure any architectural detail or historic interest.
- Shutter boxes should, wherever possible, be hidden within the structure of the building or behind shop fascias, so as not to affect the character and architecture of the building.
- Shutters must be perforated and be colour powder coated or painted. Details of materials should be submitted with the planning application.
- No more than 60% of the shutter must be solid.

Special consideration will be given to the installation of shutters in Conservation Areas.

- 3.37** Security shutters can be an integral feature to building security. However, if poorly designed, they can also have a detrimental impact on the streetscene by the creation of blank and 'dead' frontages. Shutters that are partially transparent can help maintain an element of openness on the streetscene. External shutters and shutter housing in Conservation Areas can have a significant detrimental appearance not only on the integrity of the buildings themselves (there may be cases where locating shutters externally may be more appropriate to ensure that the integrity of listed buildings or buildings within conservation areas is retained) but also the character of the area and as such should be carefully and sensitively designed to ensure that any such negative impact is avoided. Reference should be made to the Borough Council's Conservation Areas Supplementary Planning Document accordingly.



3.38 Shutters that sit behind the main glazed frontage and behind the fascia are also to be encouraged as these are less intrusive and can help to maintain a higher quality appearance



An example of perforated shutters enabling views into the shop but maintaining security (Sale)



Solid shutters that detract from the amenity of the street (Sale)



Open, welcoming frontages even to shops that have traditionally been closed off (Sale)



Shutters behind the glass frontage can reduce detrimental impact and contribute to retained historic interest and the integrity of the original frontage (Stockport)

Area Action Plan Policy 9 - Use of Upper Floors

Proposals for the change of use of floorspace above ground floor level to residential, office and other appropriate services or community uses, which contribute to the centre's vitality and viability, will be considered favourably.



- 3.39** The active use of upper floors of town centre properties, which are often left vacant or used inefficiently to support ground floor uses, can contribute towards the vitality of the town centre. Suitable uses can include office space and residential uses. Applications for taxi offices will be subject to the relevant policy.
- 3.40** Proposals for change of use will be subject to other Development Plan Policy requirements, and key considerations will include achieving safe and appropriate access and servicing to the upper floors whilst not compromising design and safety at ground floor levels. Any entrances at ground floor within the primary or secondary frontage will need to be of a high standard of the design and not be a blank frontage.

Area Action Plan Policy 10 - Hot food takeaways

To avoid the potential significant adverse impact of hot food takeaways, all such proposals will be assessed against the following criteria:

- **Any proposal for a hot food takeaway, particularly a change of use from an existing A1 retail use, will be assessed for its impact on the vitality and viability of the frontage or block of units of which it forms a part. Any proposal which is likely to damage the primary retail function of a block or frontage will not be permitted.**
- **Where hot food takeaways are already present within the vicinity, the cumulative effect/impact of any proposal will be taken into account. Where a number of takeaways occur that are already causing problems in terms of unacceptable traffic generation and deterioration in the amenity of the area, planning permission will be refused if the proposal will increase the nuisance.**
- **In all cases, account will be taken of the effects of the proposal on the amenity of the area, with particular regard to the proposed opening hours; the impact of noise, public health, disturbance, design (including ventilation) smell and litter; traffic generation, parking problems and highway safety.**

Where significant adverse effects are likely to occur, the proposal will be refused.

In some cases there may be circumstances where any adverse impacts or effects of a proposal could be reduced by the introduction of conditions personal to that permission. Where this is not possible, permission will be refused.

- 3.41** Hot food takeaways can contribute to both the daytime and evening economies of a town centre but can also generate a range of detrimental impacts including anti-social behaviour, litter, highway safety concerns and impacts upon upper floor uses. This policy seeks to minimise such impacts.
- 3.42** All proposals will be expected to include details of extraction including its design, as in many cases external extraction such as vents and chimneys can be important aspects of the



overall design which should be considered as part of the planning application itself and not be a requirement of a planning condition(s).

Area Action Plan Policy 11 - Taxis

Proposals for the use of premises for the control and administration of hackney carriages or private hire vehicles will be considered against the following criteria:

- **The proximity of the site to the core of the town.**
- **The impact on any premises within the vicinity of the site, in particular those in residential use.**
- **The ability of the local highway network to accommodate the additional traffic generated.**
- **The availability of off-street parking provision within close proximity to the site for all vehicles to be operated from the base.**

3.43 Taxis offer a valuable contribution to a choice of travel mode and for many are important modes of travel. However, their control offices are operational 24 hours a day and waiting vehicles and customers can have significant noise, pollution and traffic generation impacts which can be to the detriment of neighbouring uses, especially when in a residential area. These impacts will be carefully considered as part of the evaluation of proposals. Allowance is made in Wigston for a private hire waiting area within the new town square. Proposals for a private hire waiting area in Oadby would be supported where a need is demonstrated.

Area Action Plan Policy 12 - Public Realm

All proposals for significant development must include public realm improvements, and all proposals that impact upon the public realm must ensure that the pedestrian is prioritised over other modes of transport and that materials and design are of the highest standards.

Gateway improvements, as illustrated on the Adopted Policies Map Inset maps, are important areas of regeneration that seek to improve access and movement for the pedestrian and motor vehicle (where relevant) and create a sense of arrival into the town centres.

All public realm redevelopment or improvements are required to follow the principles and policies set out in the Public Realm Strategy Supplementary Planning Document.

The Borough Council will use Section 106 Agreements as necessary to ensure appropriate contributions to public realm improvements.

3.44 Public realm is the space between buildings that the public has access to and provides the context and setting for existing and new development. It includes hard and soft surfacing material, lighting, benches, litter bins, traffic and pedestrian signage, wayfinding and



control, trees and landscaping. For a full definition see the Borough Council's Public Realm Strategy Supplementary Planning Document.

- 3.45** It is anticipated that public realm improvements will form part of major development proposals as opposed to smaller proposals, for example change of use within the town centre boundary. Improvements must ensure that they are designed to the highest standards using high quality materials; hard and soft landscaping including, appropriate species of trees and water features that will improve the attractiveness of the streets and make the centres more desirable places to visit to shop, work and live. Both Wigston and Oadby have identified areas for outdoor events such as markets, and schemes will have to be designed to accommodate such uses.
- 3.46** The use of poor quality materials must be avoided to ensure that the towns present an attractive and welcoming environment over a long period of time, and does not eventually become a detractor as materials and appearance deteriorate. Public realm improvements present an opportunity to replace existing impermeable hard standing and surfaces with permeable materials and to incorporate Sustainable Drainage Systems (SuDs). A good Sustainable Drainage Scheme will be integrated into the urban design and will provide multiple benefits such as creating an attractive environment; providing habitat and wildlife; being part of the green infrastructure network, as well as managing surface water run-off. Drainage features such as permeable surfaces, swales, filter strips, rainwater gardens and soak-aways are encouraged.
- 3.47** Schemes will need to prioritise pedestrians over other modes, and must be designed to ensure the minimum amount of street clutter such as road signs and bollards. Manual for Streets II (amongst many other documents) offers further guidance in this regard and should be considered when designing proposals.
- 3.48** The design of public realm in gateway locations (as identified on the strategy plans and Adopted Policies Map) will be particularly important and should 'announce' the town to people entering or passing such locations, to improve the visibility and attractiveness of the town. This can be achieved through a number of ways including the use of higher quality / different materials and raised speed tables, the locations of which are shown on the masterplans.
- 3.49** Whilst development proposals should be comprehensive and include proposals for surrounding public realm improvements, the Borough Council will use Section 106 Agreements to ensure appropriate levels of contribution for wider public realm improvements within the town. For the avoidance of doubt, the Borough Council may also seek Section 106 contributions for developments outside the Area Action Plan boundary that will impact upon town centre use.
- 3.50** Section 106 contributions will be in accordance with the Borough Council's Developer Contributions Supplementary Planning Document. Further advice will also be available in the Borough Council's Public Realm Strategy Supplementary Planning Document.



3.51 The Borough Council’s Local Infrastructure Plan clarifies expectations from the key developments within the centres and this is set out in Appendix D.

3.52 The Borough Council will also investigate other sources of funding that may help to achieve improvements in public realm quality.



High quality public realm and way finding (Bury)



Contemporary signage complementing other wayfinding tools and street furniture within the town (Bury)



Shared surface with pedestrian priority and high quality materials (Coventry)



Bus Stops form part of the street furniture and public realm (Coventry)

Area Action Plan Policy 13 - Transport and Movement

All proposals must fully demonstrate how access will be achieved by the full choice of sustainable travel modes and maximise the opportunity to use alternative means of travel to the private car. This will include the following:

- **Electric car charging points in car parking facilities.**
- **Appropriate levels of disabled car parking in all proposals involving car parking provision**



- **Cycle parking in all car parking, retail, commercial and residential development.**
- **Appropriate walking routes to nearby facilities.**
- **Improved bus facilities in both town centres and access to them.**
- **Appropriate levels of car parking in accordance with adopted standards.**
- **Appropriate works to the highway to improve safety and ease of movement and to recognise the contribution that the highway can make to the overall appearance of the public realm**

The Borough Council and Highways Authority will use Section 106 and / or Section 278 agreements as necessary to fund off-site works where new or improved infrastructure is required to address the impacts of development proposals in the Town and District centres.

3.53 The Borough Council is committed to encouraging more sustainable travel patterns and one of the ways that this can be achieved is through specific measures in development proposals. These principles are well established through national planning guidance and a number of Core Strategy Policies as well as policies within this Area Action Plan. How far proposals have to meet the criteria will depend upon their scale, for example a major development proposal as part of the masterplan would be expected to cover all the above issues whereas a proposal for a change of use of a small unit may only have to relate well to the pedestrian network. A key principle in achieving more sustainable travel patterns is the implementation of travel plans for developments that have a significant traffic impact. Accordingly, travel plans will be expected in support of development proposals in accordance with Core Strategy Policy 4 which includes residential development.

3.54 For all new car parking development, in addition to requirements of high quality design and security and appropriate proportions of disabled and motorcycle parking spaces, electric charging points should be introduced for an agreed number of spaces, and the technology to ensure that further spaces can be converted in the future. The precise numbers and the type of technology will depend upon how this emerging market develops and when the car parks are built and will therefore be subject to agreement with the Local Planning and Highway Authorities.

3.55 Cycle parking should always be provided in appropriate, secure locations appropriate to the development, including for residential development. With regard to office and large scale retail development, secure storage, changing and showering facilities should also be provided for staff to encourage commuting by alternatives to the car. In some developments it may be considered more appropriate to provide a centralised location for cycle parking / changing facilities whether this is part of a building (likely to be for staff) or outside as part of the public realm (visitors). For visitors to each centre, cycle parking is proposed at key entry points.

3.56 All new car parks should include secure cycle parking provision close to their main entrances. Other cycle interventions will include advance stop lines at signal controlled junctions, better signage, and extended cycle routes on Bull Head Street, Wigston.



- 3.57** The masterplans for each centre illustrate the intention for clear pedestrian networks through the town and where existing facilities will be improved to encourage increased pedestrian use. Developments will be expected to relate to these networks and other facilities physically, especially public transport facilities, in their design and layout. For example, main entrance doors facing a street not a car park, or including dual access to allow access from both.
- 3.58** Consultation with bus operators confirmed that a key way of making travel by bus more desirable is the improvement of the waiting environment. The masterplans allow for relocated and new bus stop waiting facilities and infrastructure and in Wigston, the encouragement of a 'travelshop' or similar facility.
- 3.59** The Borough and County Councils are committed to improving access to public transport and the masterplans will help facilitate this. In parallel, working closely with the operators themselves is key, for example the development of a Bus Quality Partnership. This will include meeting the Council's objective of improving the bus route network in particular links between Wigston and Oadby as set out in Core Strategy Policy 4.
- 3.60** The right quantity and quality of car parking is imperative to the success of the centres. Car parking should therefore be provided in accordance with adopted standards. It is acknowledged that with mixed use developments this is not straightforward to calculate however, the masterplans identify sufficient parking spaces for demand, based on the overall level of development proposed and trip arrival and departure profiles through the day.
- 3.61** It is important to maintain the right balance between providing sufficient car parking spaces and encouraging access by alternative modes of transport to the private car, especially considering the town centre locations and the relative ease of access to a choice of travel mode and ranges of facilities within walking distance. All proposals will be expected to be supported by evidence that justifies the associated parking provision accordingly.
- 3.62** New car parks will also be expected to be supported by management and security regimes to a standard which is acceptable to the Borough Council and the Local Highway Authority with evidence either at application stage or required through condition.
- 3.63** The Borough Council and Highways Authority will use Section 106 and / or Section 278 agreements as necessary to fund off-site works where new or improved infrastructure is required to address the impacts of development proposals in the Town and District centres.



Chapter 4. Wigston

- 4.1** This section of the Area Action Plan focuses on Wigston town centre. It sets out a more detailed spatial portrait that has been developed and established through the preceding stages of the Area Action Plan. It also includes the masterplan that shows how the target figures set out in the Core Strategy can be achieved, taking into account the context of these figures as set out in Chapter 2 of this Area Action Plan.

Spatial Portrait

Townscape and Landscape

- 4.2** Wigston still retains some of its village characteristics with a mixture of uses, preserving the appearance of its organic growth. This is centered on the oldest remaining part of Wigston around The Lanes Conservation Area and stretches to more recent retail development to the north of Leicester Road.
- 4.3** The public realm in terms of quality, performance, functionality, features and appearance is becoming outdated, which reflects the overall character of the town; a fragmented local shopping centre with a shopping street at its heart. The exception to this is the well presented and maintained Peace Memorial Park which is located within The Lanes Conservation Area.
- 4.4** Significant areas within the town are dominated by surface car parking and rear servicing areas, and whilst performing valuable functions within the town, these detract from its appearance and do not give a good first impression.



Poor quality public realm, street clutter and confused management



Poor quality design



Car parking and rear servicing creating an unwelcoming first impression



Blank / impermeable frontage along Bell Street

Property analysis

- 4.5** The main retail function of the town is focused upon Bell Street and Leicester Road, with the former benefiting from a Sainsbury's store. The town has a good number of national multiple retailers but lacks some of the 'big names', although it has notably more than the centre of Oadby. Wigston also has a high number of independent shops. The town centre is also an important provider of local services including banks, solicitors, and estate agents.
- 4.6** There is limited investment transaction evidence with most significant retail interest being drawn to Leicester City Centre and considerable competition for the remaining investment from Oadby and Fosse Shopping Park.
- 4.7** The town centre has very little office accommodation, which can be seen to be a problem with regard to having a competitive edge with Oadby, which has a substantial amount of office accommodation.
- 4.8** There are minimal leisure facilities in the town and its vicinity, although there are two small health and fitness clubs and a snooker club. Public and community facilities are plentiful with a community hall (The Kings Centre) as well as the Borough's main public library. The town centre allotments are also a very popular community asset.
- 4.9** The town centre has significant numbers of residential properties, mostly in the form of terraced houses. Prices are below the national average.

Access and Movement

- 4.10** The town centre is well located on a main route towards Leicester, the A5199 Bull Head Street, with links via the ring road towards the M1 and M69.
- 4.11** The town suffers from congestion at peak times, partially as a result of its traffic circulation patterns, but also because of the number and distribution of car parking spaces. This in turn has a detrimental impact on the pedestrian environment and safety.



- 4.12 Whilst the town benefits from good bus links, the infrastructure is in poor condition, potentially making public transport a less attractive choice for visitors to the town.
- 4.13 The walking environment is mixed, with Bell Street offering a good pedestrian environment. However, it is cluttered with street furniture and suffers from management issues as well as pedestrian / cycle conflict. There are areas of poor permeability through the town including poor quality linkages between buildings.
- 4.14 Cycle parking is scattered around the town and cycle routes are not consistent in quality or routing.

Key Issues and Challenges

- 4.15 Wigston is identified as a Main Town in the Core Strategy and has an important role to play in being the principal centre in the Borough, providing a range of shops and services including the main Borough Council offices just outside its centre. It is important that this role is clear and the town's relationship with the District Centres of Oadby and South Wigston is distinct, which will be achieved through ensuring that future development accords with the principles and policies set out in this Area Action Plan.
- 4.16 One of the key functions of the town is providing a service centre and a destination for local people. Its catchment is mostly locally based and its improvement is aimed at ensuring that residents do not choose to shop elsewhere as a matter of course – Leicester City Centre and Fosse Shopping Park being clear competitors, but also including Blaby and Market Harborough. It is also important to ensure that the town 'captures' new residents given increased residential development in the Borough particularly from the Direction for Growth, as well as making the town a destination of choice from further a field.
- 4.17 The implementation of the policies following the guidance set out in this Area Action Plan and the Core Strategy will create an attractive and desirable destination for shopping business and living. Getting the balance right to cater for the differing demands placed upon the town – i.e. shoppers, workers and residents – will be key to its future success.

Vision and Spatial Strategy

- 4.18 The vision and strategy for the future of the town, as set out below, has been developed following the agreement of the objectives through the issues and options consultation period, as well as being informed by baseline research, issues and options analysis, and representations that have been received during consultation. Considering all these factors together, the vision for the future of Wigston is as follows:

A 21st Century town, benefiting from high quality town centre development and a significant strengthening of the retail and office offer. A sustainable mixed use centre offering shopping, leisure, employment and residential opportunities, as well as civic functions serving the whole Borough.



- 4.19** In particular, this correlates to Core Strategy Policy 2, Development in the Centre of Oadby, Wigston and South Wigston, which in turn will assist in the delivery of the following Spatial Objectives:
- 1; Regeneration of Town and District Centres;
 - 2; Wigston Town Centre;
 - 5; Improved Employment Opportunities;
 - 7; A Balanced Housing Market;
 - 8; Sustainable Design and Infrastructure.
- 4.20** The strategy for the town will focus on its role and function as a thriving and accessible main shopping and office destination for the Borough and its surroundings – this will also embrace its civic function including the main Borough Council functions albeit that they sit slightly beyond the town centre itself, as well as health and public transport facilities. An increased office and retail offer will help to bring more employment into the town as well as support existing and proposed retail provision. Increased levels of residential development will help to activate the town for longer periods of time through the day and night, and benefit from better and increased leisure provision.
- 4.21** This strategy will help to ensure that the town complements and does not compete with other centres in the Borough, particularly Oadby, and to a lesser extent South Wigston. The offer will be different and will help to encourage people to visit one or the other centre for a specific purpose, as opposed to having to choose between the two. This in turn should achieve some clawback from nearby larger centres.
- 4.22** The implementation of the masterplan would be significant both in terms of scale in relation to the town centre, and its associated regenerative impact. A strong planning policy framework with appropriate supplementary guidance will enable the various proposed developments, as well as any other development proposals, to come forward and be negotiated and determined in an appropriate manner.
- 4.23** The vision, and the assessment of the options as informed by the various consultations undertaken, points towards a strategy of spatial consolidation, but growth in terms of the retail offer. This will result in the re-focus and concentration of the retail and office function of the town centre into a well defined core (consolidation) and tightened town centre boundary and providing for new retail and leisure floorspace within this core (growth).



Figure 4.1 Wigston's Spatial Strategy for the future

Wigston Objectives

4.24 This vision is supported by key objectives which form the basis of detailed policy, as follows:

- To establish a distinct and sustainable role for Wigston by encouraging the growth of the town's retail, office and civic function.
- To encourage the growth of economic and social benefits for local people by providing service facilities within the town as well as new employment opportunities.



- To improve and diversify the town centre offer by introducing a range of new and improved retail floorspace as well as commercial floorspace.
- To provide a safe and legible town centre through well designed new development and improvements to existing environments and the extension of The Lanes forming a 'backbone' to the town's pedestrian network.
- To achieve an attractive and accessible place to shop, live, work and visit by ensuring the highest standards of design and to commit to the delivery of the regeneration of Wigston.
- To use the planning system and joint working with developers through the development process to deliver high quality and inspirational design in Wigston town centre.

4.25 These objectives link clearly to the Core Strategy policies, and as such will contribute to achieving many of the Borough Council's Spatial Objectives as set out in the Chapter 2.

4.26 With reference to the Spatial Objectives, using the Area Action Plan to guide future development decisions and the implementation of the Masterplan will regenerate the town centre (Spatial Objectives 1 and 2), providing improved employment and housing opportunities (5, 6 and 7), as well as encouraging the highest quality sustainable design which is fully accessible and designed to reduce crime and the fear of crime (8, 9, 11 and 14).

4.27 With regard to key Core Strategy Policies, Core Strategy Policy 1 sets out the future development parameters for the Borough, including Wigston Town Centre, which is informed by this Area Action Plan, and Core Strategy Policy 2 clearly sets out the Borough Council's intentions and expectations of future development in Wigston, as well as Oadby and South Wigston.

4.28 There are many links between more detailed policies within the Core Strategy and it is important to consider the Core Strategy alongside this Area Action Plan as well as other appropriate planning guidance including Supplementary Planning Documents as a whole, as set out earlier in this document.

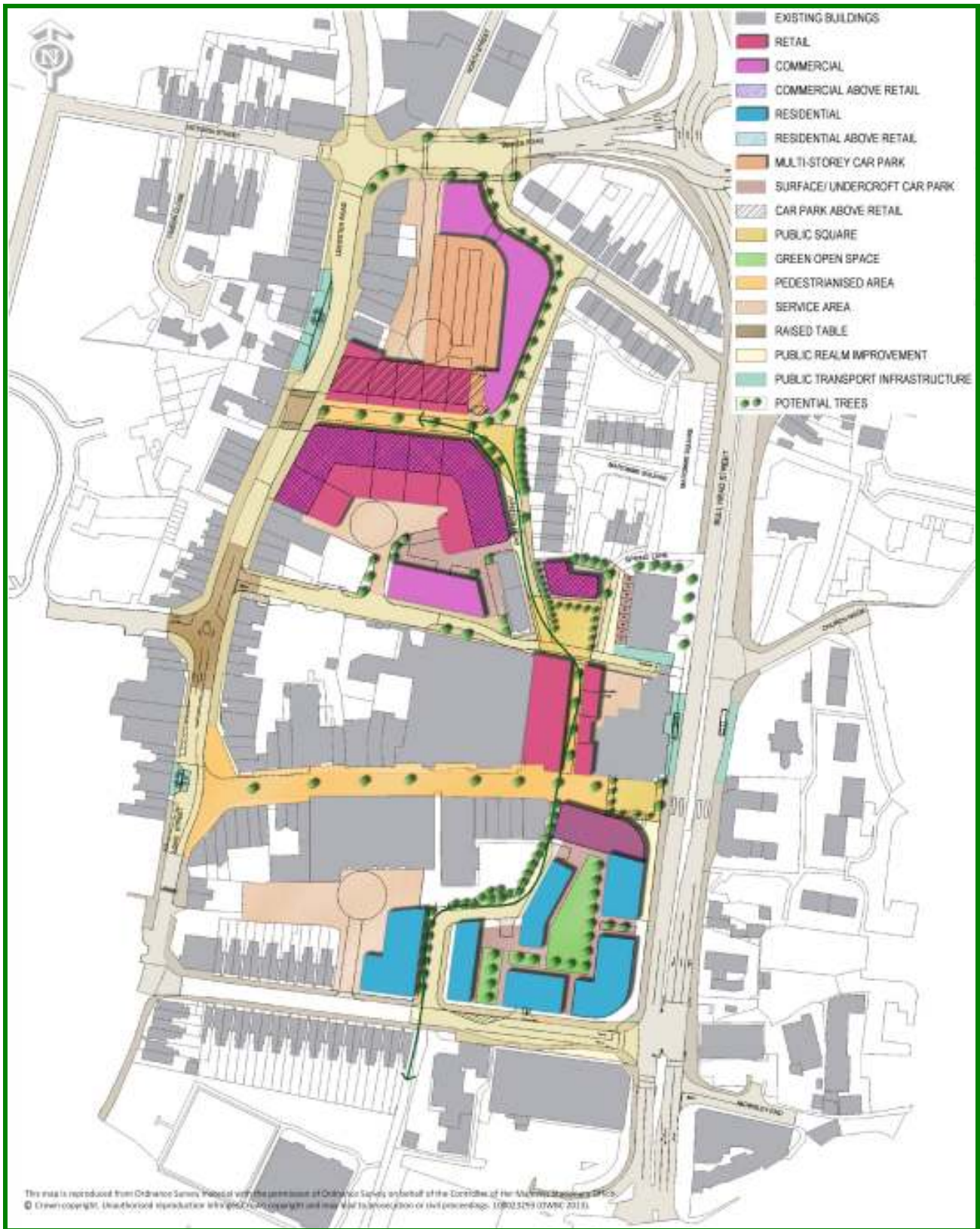


Figure 4.2 Wigston Town Centre Masterplan



- 4.29** The masterplan for Wigston introduces three key areas of change within the town which form the key allocations for Wigston Town Centre:
- Burgess Street / Junction Road – ‘Burgess Junction’
 - Paddock Street – ‘Long Lanes’
 - Frederick Street / Bell Street - ‘Chapel Mill’
- 4.30** The definition of these sites and development proposed thereon has emerged through the Area Action Plan process and has been clearly set out from the baseline through to Preferred Options reports as previously consulted upon.
- 4.31** The overall masterplan for new retail, commercial and residential development is linked by an extension to The Lanes network joining a series of public spaces through the town including a new Town Square. This will create a new shopping circuit linking back to Leicester Road through ‘Burgess Junction’ development, and serve a new civic, community and commercial development on the northern part of the town. There is an opportunity to create major impact on the regeneration of the town by introducing significant additional office space and services within the town centre that will boost footfall, usage and thereby vitality and viability.
- 4.32** New public realm will be of the highest quality and design and the Borough Council will pursue opportunities to improve existing public realm along Bell Street and Leicester Road including improvements to public transport facilities in their proposed new locations on Bull Head Street, Leicester Road and Long Street. This will also include realignment of the Aylestone Lane / Leicester Road junction and the introduction of a raised table in this area to improve safety.
- 4.33** Car parking facilities are consolidated within the north and south of the town which will overcome localised congestion as a result of current arrangements. Cycle parking will be located strategically on the key desire routes into the town, for example at either end of Bell Street and within car parks. Many transport options have been explored but following detailed modelling, the preferred solution is for improvements to the existing networks and the introduction of a two way element on the eastern end of Paddock Street to access new development. Beyond the town centre boundary, improvements to the Wakes Road / Bull Head Street roundabout are also proposed to facilitate safe cycle and vehicular access. This is shown in detail at Figure 4.3 below.

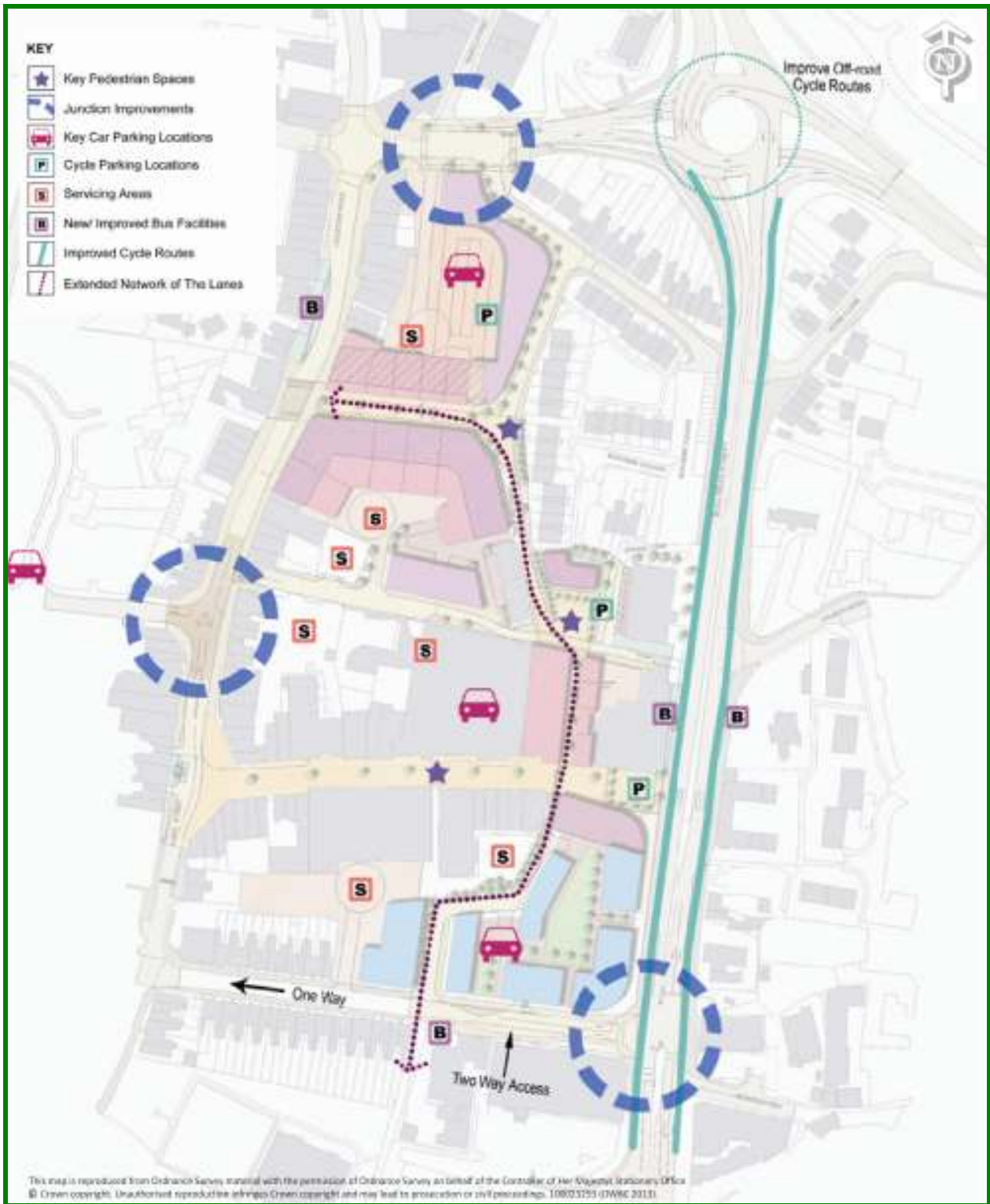


Figure 4.3 Wigston Transport Strategy

Phasing

4.34 The phasing plan shows Burgess Junction and Long Lanes with their associated public realm in phase one development. The Delivery Strategy clarifies that Burgess Junction will have a long lead-in time due to the scale of development and will therefore need to be



commenced early, however it is not anticipated that works on-site will commence until later stages of the programme therefore keeping available town centre parking facilities during the development of Long Lanes.

4.35 The commercial elements of Burgess Junction are likely to come forward slightly later but cannot be disassociated from the development of Burgess Junction as a whole (which is within Phase 1). Chapel Mill is proposed to come forward in Phase 2, with its associated public realm improvements to Frederick Street. Wider public realm improvements along Leicester Road / Long Street have been identified in Phase 2 and these are more likely to require public sector intervention alongside developer contributions. New office development as part of Chapel Mill is proposed in Phase 3 in order to stagger the introduction of new floorspace to the market.

4.36 Whilst the phasing plan with the associated elements of the Delivery Strategy shows the broad anticipated order of work, the Borough Council will take a flexible approach and will consider developments coming forward in a different order subject to ensuring that any car parking and access issues are fully considered to a standard acceptable to the Local Highways and Planning Authorities.

Burgess Street / Junction Road – ‘Burgess Junction’



4.37 This area is currently occupied by significant swathes of surface level car parking and rear servicing to properties on Leicester Road. The Arcade is the main built form within the site and this 1960's open shopping arcade is in poor condition, is a visual detractor to the appearance of the town and is in need of significant improvement. Surrounding residential



properties to the north and east are mostly 2-3 storeys in height in a mix of styles, and their amenity has been an important consideration in the progression of the masterplan.

- 4.38** Vehicular access to the site is from Wakes Road to the north and the area also provides servicing to the rear of properties on Leicester Road.
- 4.39** The proposal is for an improved and extended retail and commercial location that will link to and incorporate the extension to The Lanes, and which will become part of the core of the town centre. The area will be framed through high quality spaces and a series of large footprint retail units, incorporating double height space allowing for the introduction of mezzanines. To the north lies an office development, wrapping around a multi-storey car park that will include cycle parking and electric charging facilities. The new street will link the town together by creating a route between this new development, south towards Chapel Mill, the new square and on to Bell Street and Long Lanes, linking with The Lanes.
- 4.40** Floor to ceiling heights are such that the car park should be well hidden from view, also taking in to account and shielding servicing arrangements to Leicester Road and the new development itself. Joining the new street with Junction Road will be a new public square adding to the network of public squares through the town, forming part of The Lanes.



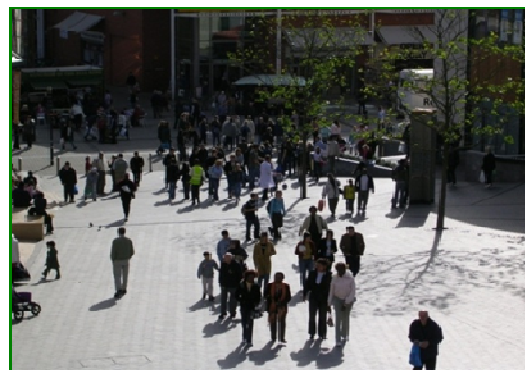
Car parking integrated into development (Bury)



High quality mixed use office / leisure development set in attractive public space (Sale)



Residential development above ground floor retail / commercial use (Bury)



Attractive, well used and lively public spaces (Bullring, Birmingham)



4.41 The scheme is designed to be flexible and whilst further ownerships along Leicester Road have not been incorporated, an allowance has been made for the consideration of a wider scheme for an identified end user that could include further property, subject to a suitable masterplan being developed that maintains and develops the principles set out in this Area Action Plan.

Paddock Street – ‘Long Lanes’



4.42 Long Lanes forms the south east corner of Bell Street and effectively links the heart of the town centre to the residential community to the south. It is currently dominated by car parking with a large public house and gym within the site, both around three storeys in height. It is important to retain servicing to the rear of Bell Street along with pedestrian links through the site.



High quality apartment development (Gun Wharf, Plymouth)



Higher density apartment development overlooking private courtyard space (Coventry)



Town house development (Allerton Bywater)



Attractive modern housing around central open space (Treborth Road, Chester)

4.43 The key land use proposed for this area is residential with a mix of town houses and apartments. A small element of retail is proposed to front Bell Street, and an allowance is made for the opportunity for leisure development. The development will create an attractive frontage to Bull Head Street positively announcing the town. It will also incorporate the extended network of The Lanes as well as an appropriate level of car parking to serve both residents and visitors to the town. Any development proposed for the Long Lanes site will need to take account of the historical character of the locale and its situation adjacent and within to the Wigston Lanes Conservation Area. Proposals for development that does not enhance; or have a detrimental effect on the historical character of The Lanes area will not be permitted.

Frederick Street / Bell Street – ‘Chapel Mill’



4.44 Chapel Mill includes part of the single storey retail scheme fronting Bell Street, and the area around the library and Church, including car parking to the north of Frederick Street. It adjoins Sainsbury’s and the servicing for the store and other servicing arrangements are important considerations when considering this area.



- 4.45** The proposals are for a standalone new office development on Frederick Street helping to create a real street as part of the retail circuit. Public realm interventions will deliver a new ‘Town Square’, which will form the termination of Frederick Street and be flanked on the southern edge by a remodelled retail block and enlarged Sainsbury’s store / new retail unit, and to the north be a new retail / commercial unit that should include A3 uses breaking out into the square. This area will be designed to allow access to Spring Lane and new disabled parking around the library as well as taxi facilities. It will also be designed to hold open air events such as markets.
- 4.46** Transport interventions will include new public transport facilities along Bull Head Street allowing for improved public transport facilities which will widen network options for operators. A new pedestrian crossing will link north and southbound services. The provision of a travelshop or similar will be encouraged.
- 4.47** Bell Street itself should undergo a further ‘facelift’ modernising the public realm with higher quality materials, and appropriate provision of street furniture and minimisation of street clutter. Improvements to Bell Street will also include the provision of cycle parking facilities at its entrance from Bull Head Street with the aim of contributing to the wider management of cycle facilities and routes to ensure that pedestrian / cycle conflict is minimised throughout the town.



Walking routes and use of trees in high quality public realm setting (Dublin)



Secure and well designed cycle parking to fit with ‘family’ of street furniture (Bury)



Lively shopping streets with high quality lighting design matching other street furniture (Bury)



Welcoming links between parts of the town (Coventry)

Area Action Plan Policy 14 - Implementation of the Wigston Town Centre Masterplan

The Borough Council will pursue the regeneration of the town centre in accordance with the masterplan, its accompanying delivery strategy and phasing plan, with private and public sector partners in order to achieve the following approximate levels of development:

- **9,000sqm (96,875sqft) new office floorspace including a new health centre;**
- **11,800sqm (127,100sqft) new retail floorspace (gross);**
- **150 new residential units;**
- **At least 500 car parking spaces;**
- **The extension of The Lanes to secure a continuous pedestrian spine along the route shown on the Adopted Policies Map;**
- **New and improved areas of public realm including the full pedestrianisation of Bell Street;**
- **New and improved public transport facilities along Bull Head Street and Leicester Road.**

Development proposals that would compromise the long term achievement of the strategic objectives of this Area Action Plan and the associated masterplan and quantum of development for Wigston Town Centre will not be permitted.

4.49 These figures correspond to the Masterplan as set out in this Area Action Plan, however there are slight differences with the figures set out in the adopted Core Strategy Policy 2, particularly with regard to retail development. This is a result of design development following the progression of the Core Strategy through its examination and changing economic times and forecasting during the Area Action Plan's preparation as set out in the introductory sections to this Area Action Plan. For clarity, proposals that achieve the



floorspaces as above will be encouraged, and should figures achieve those set out in the Core Strategy these will also be considered favourably.

- 4.50** The completion of the new multi-story car park (MSCP) at Burgess Junction (policy 14) is important to the success of subsequent development proposals to secure the regeneration of Wigston town centre, some of which will result in the loss of existing public car parking spaces. In particular, none of the existing car parking spaces at Paddock Street will be lost until the Burgess Junction MSCP has been opened for public use unless as part of any redevelopment proposal(s) a comprehensive parking management strategy can be put in place prior to the commencement of development that sets out suitable alternative option(s) to ensure that an equivalent amount of car parking spaces are made available to support the town centre during the construction phase and after completion of the scheme(s). This will allow the flexibility necessary to allow the Council to respond to the needs of the market.
- 4.51** Together with its partners, the Borough Council will work to ensure that the opportunities for locally sourced employment are maximised, for example through requiring local construction workers schemes and working closely with South Leicestershire College to provide training and education opportunities. This will help to ensure long term benefits to the local community.
- 4.52** This Area Action Plan sets out the strategic direction for the future of Wigston town centre. It clarifies the objectives for the future of the town, which can be achieved through following the principles set out in policies and allocations herein. The masterplan is an interpretation of these objectives and illustrates one way in which these figures, as derived through the evidence base to this Area Action Plan, can be achieved.
- 4.53** Final proposals for the large scale redevelopment of key sites within the town may well differ from the Masterplan proposals. This is also applicable to the route for the extension of The Lanes which is shown indicatively, but is a firm policy requirement in any redevelopment proposals. However, they must comply with the objectives and achieve the figures as set out above and detailed in the site based policies below. The Borough Council will use its Compulsory Purchase Powers where necessary to help deliver major redevelopment of the town centre, and Section 106 Agreements to help ensure the delivery of public realm, and other appropriate town centre improvements.
- 4.54** Masterplan proposals will be expected to demonstrate the highest standards of design in accordance with Core Strategy Policy 14 and other relevant national and local design guidance including the Public Realm Strategy Supplementary Planning Document.

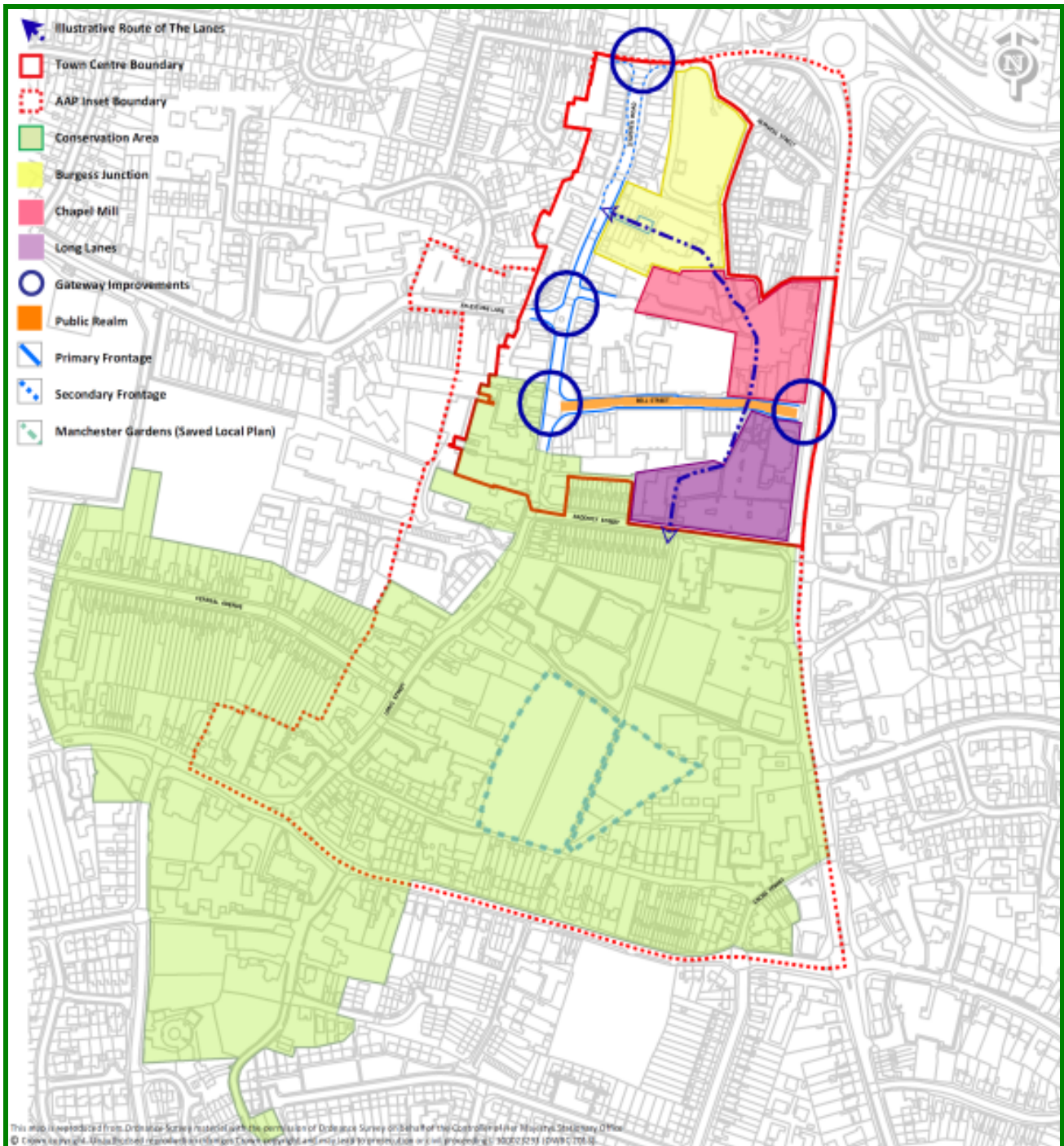


Figure 4.4 Wigston Adopted Policies Map inset

Site based policies

4.55 The inset plan for Wigston is shown in figure 4.4 and shows new allocations, as set out in the site specific policies below, as well as carrying forward identified Saved Local Plan policy. It forms the Adopted Policies Map for all development control decisions within the Area Action Plan boundary, subject to all other material considerations.



Area Action Plan Policy 15 - Burgess Junction

The Borough Council will pursue the comprehensive redevelopment of the site which should include approximately:

- **9,400sqm (101,460sqft) new retail floorspace;**
- **8,725sqm (93,915sqft) new commercial floorspace;**
- **Multi-storey car park to provide at least 400 spaces;**
- **Public realm improvements;**
- **Allowance for servicing arrangements for new and adjacent existing retail units.**

Commercial floorspace should be a mix of ground and upper floors, up to three storeys in height rising to four storeys at key locations, as well as at upper floors above retail provision. This may also include services such as health provision. Retail provision should link to and incorporate the extension to The Lanes and therefore link to the rest of the Town Centre. The multi-storey car park should sit to the rear of development, possibly including roof top parking over retail and commercial space.

Proposals involving adjoining land but which extend beyond the land allocated under this policy must be fully justified and form part of a comprehensive scheme that by its nature requires a wider land take than that provided for but as a minimum must include all of the allocated land.

- 4.56** This policy allows for the comprehensive retail and commercial development of this key town centre site. It includes new retail floorspace that will improve the offer of the town centre significantly, allowing an increased range of town centre operators but increasing the choice of floorspace available to potential and existing occupiers. It also provides a significant level of commercial floorspace that could also be occupied by other service providers including use class D1, specifically a Health Centre.
- 4.57** The retail frontages created by proposals will become Primary Frontages and the associated policies will apply. This will be reflected on an updated Adopted Policies Map or equivalent at the appropriate time. Whilst cafes and bars will be encouraged to widen the appeal of the development, offering more choice to shoppers and workers and extending dwell times within the town, this should not be to the detriment of the prime function of retailing within the town.
- 4.58** There may be an opportunity for more comprehensive schemes to come forward that extend beyond the allocated site. In particular this relates to properties on the east side of Leicester Road. All applications must be supported by a detailed masterplan showing how the development would be brought forward and principles for its form and appearance. Proposals that exceed the retail floorspace figures as set out in this policy will have to be fully justified to a standard which is acceptable to the Local Planning Authority. Those that exceed the figures by more than 10% are unlikely to be considered favourably.



4.59 It is anticipated that only schemes which include more office, commercial and community use (e.g. Doctors, dentists etc) floorspace would come forward under these circumstances and it would be expected that identified occupiers have been confirmed at the time of application so as not to have a long term detrimental impact on property occupiers.

4.60 The overall size requirement of a potential health centre is unclear at the time of preparation of this Area Action Plan although there is a known demand from a number of GP Practices. The final occupiers of the overall scheme will impact upon the layout and space requirements and this will be taken into account in the determination of proposals accordingly.

4.61 Design: Development proposals should achieve the following design objectives:

- Development of the Burgess Street junction for a four storey office development creating a high quality gateway extending along Junction Road and Wakes Road;
- Utilisation of existing service and car parking area for new more appropriate uses;
- A new shopping circuit combined with Frederick Street and Leicester Road;
- New office development above retail provision;
- Higher quality parking facilities including cycle parking and electric vehicle charging points within the multi storey car park;
- High quality public realm including an extension to The Lanes and opportunities for outdoor seating and pavement cafes, that should also be designed to act as a buffer to surrounding residential uses;
- Enclosed servicing areas that do not impact on public streets;
- All public realm improvements being consistent with principles and policies contained within the Public Realm Strategy Supplementary Planning Document.

4.62 Economic: This level of commercial floorspace could be expected to accommodate in the region of 485 jobs, and the retail 300 jobs (based on English Partnerships / Arup Employment Densities of 1 job per 18sqm office floorspace (lowered from 19 to reflect local circumstances) and per 20sqm retail floorspace net (taken as 2/3 of gross floorspace)), and the increased footfall will be a significant boost to the town centre as a whole, adding to its overall vitality and viability.

4.63 Environmental: The high quality of new design will make the town a much more attractive place to visit. Schemes must be designed to allow an appropriate level of car parking, but carefully designed so as not to be dominant in the streetscape as it is currently. Servicing, which is also currently very visible, must be designed to be integral to new development whilst not compromising servicing requirements of existing units and businesses.

4.64 Social: The comprehensive redevelopment of this site will mark a step change in peoples' perceptions of Wigston, and offer an improved opportunity for social interaction through the creation of new public spaces. High levels of natural surveillance with development overlooking new routes and spaces along with higher activity levels will contribute to an associated reduction in anti social behaviour and crime.



- 4.65** Property: This site represents a strong opportunity for regeneration in Wigston, delivering a number of key benefits:
- Development of a high quality gateway site, as well as providing a significant level and range of new retail space which has been highlighted as lacking within the town through baseline analysis;
 - It reinforces the retail offer on Leicester Road, introducing a wider mix of retail outlets in terms of size and occupier;
 - Significant new office floorspace on a highly visible gateway site will increase footfall in the town centre as well as giving occupiers locational choices which are currently not available to them;
 - Provision of new Health Centre, responding to an established and current demand contributing to the range of services within the town centre widening its draw to the local community;
 - It provides a new public open space (at the current location of Junction Road) and a focus for pedestrian flows. The retail is focused around a space that could also serve as an open event space linking to the network of such spaces proposed within the town not least on Frederick Street. Consultation has highlighted the lack of quality public space in Wigston and the absence of a location for outdoor events;
 - Provides opportunity for new development that can deliver modern retail floorplates at street level, with scope for upper floor use as offices, restaurant or residential accommodation;
 - Significant levels of car parking are provided. Local business highlighted the retention and improvement of parking facilities as a priority.
- 4.66** Discussions with property professionals produced positive views on retail demand. While Fosse Shopping Park provides some competition, the town has a reasonable range of national retailers looking for requirements (and local retailers commented that they did not see Fosse Shopping Park as a threat to trade).
- 4.67** Transport: A wide range of options have been considered and tested to overcome the identified traffic issues in the northern part of the town, which include localised congestion around the roundabout on Aylestone Lane / Leicester Road and the Frederick Street Junction. Much of this is caused by drivers looking for a car parking space between the various parking locations and congestion caused by the amount of traffic on Leicester Road and Aylestone Lane.
- 4.68** A key consideration was the opening up of Frederick Street to Bull Head Street. This option has been discounted due to the benefits not being outweighed by the significant cost and land acquisition requirements and the potential conflict with pedestrians where the new 'Lanes' cross Frederick Street.
- 4.69** The masterplan identifies better bus facilities both north and south bound on Leicester Road which would lead to the improvement of public transport facilities within the town, thereby contributing to making public transport a more attractive alternative to the private car as a mode of transport.



- 4.70** Car parking will be provided in a multi-storey car park behind existing and proposed development that will help shield it. This will include servicing to the existing and new retail and commercial units as well as a pedestrian access directly into the new public square at the heart of the development.

Area Action Plan Policy 16 - Long Lanes

The Borough Council will pursue the residential-led redevelopment of the site at Paddock Street, including the following:

- **Approximately 150 residential units in a mix of town houses and apartments and of a mixed tenure;**
- **Mixed private and public car parking with at least 30 spaces reserved for public use as well as safeguarding the existing number of disabled car parking spaces;**
- **New retail / leisure (approximately 620sqm / 6,670sqft)/ residential development on Bell Street;**
- **Amenity space for the residential occupiers.**

Development should allow for the extension of The Lanes pedestrian network through this part of the town centre, linking the existing Lanes from the south to new development to the north. Proposals should incorporate appropriate traffic movement solutions in accordance with the masterplan, unless an alternative solution can be demonstrated to be acceptable.

- 4.71** This element of the masterplan incorporates a significant four storey mixed use retail and residential building on the corner of Bull Head Street and Bell Street, which could also accommodate leisure uses, for example a gym. This building will act as both a full stop to the pedestrian street and a visual marker on the main route past the town centre. To the south of this main block a residential scheme, consisting of 3-4 storey buildings, will define the southern gateway on the junction of Paddock Street. These buildings will also assist in making the connection to adjacent residential areas through the extended network of The Lanes
- 4.72** The block on Bell Street, whilst identified for residential development at upper floors, could accommodate a range of uses including leisure uses (e.g. a gym) and a flexible approach will be taken to this block subject to the other policies within this Area Action Plan.
- 4.73** Design: The Paddock Street site forms the south east corner of Bell Street and effectively links the heart of the town centre to the southern residential areas. Development of this site will achieve the following primary design objectives:
- Improvements to pedestrian connections into the heart of the town centre;
 - Town centre living acting as a extension of existing housing on Paddock Street;
 - Further retail frontages animating routes into the town centre;
 - Enhanced public realm utilising natural changes in level to add interest and create more intimate spaces;



- Enhancement of the areas historical character, due to its location adjacent to and within the Wigston Lanes Conservation Area;
- All public realm improvements being consistent with principles and policies contained within the Public Realm Strategy Supplementary Planning Document.

- 4.74** Economic: Having a higher proportion of town centre living will not only increase footfall with associated economic benefits but also extend the operating times of facilities in the town centre.
- 4.75** Environmental: The development of this site will reduce the negative impacts of the large swathe of surface car parking that dominates the approach to the town from the south. The opportunity to create a landmark building on the corner of Paddock Street and Bull Head Street must not be overlooked to strongly announce the town to passers-by, creating a positive perception.
- 4.76** The finer grain of built form links more to the residential character of much of Paddock Street thereby responding to its immediate context.
- 4.77** Social: The outward facing parts of the site provide an opportunity to improve the perception of the town and the improved opportunity for town centre living. These opportunities will be linked with better pedestrian accessibility and other development opportunities will contribute towards a more diverse and welcoming evening economy. The new, open and overlooked pedestrian networks will not only increase permeability but also allow more opportunities for walking into the town allowing the maximum use of The Lanes network.
- 4.78** Property: The market supports the development of further residential space in Wigston town centre. Property agents consulted consider the town centre residential market to be a broadly buoyant and successful area. Access to town centre shops is of value and ease of access to Leicester City is also a strong selling point.
- 4.79** A range of dwelling sizes and tenure should be provided in accordance with the Borough Council's policy on affordable housing - Core Strategy Policies 11 and 12, which require 20% of dwellings in developments of ten units and over to be affordable. The masterplan accommodates both town houses and two bedroomed apartments but the final mix will be determined by market requirements at the time as well as needs identified in the Borough Council's evidence base. This could include an Extra Care scheme as defined in paragraph 7.36 in relation to Policy 12 of the Core Strategy.
- 4.80** Transport: The new development to the north of Paddock Street will require appropriate access, which will be achieved by the eastern section of Paddock Street being made two-way. This will allow access to the development and its associated parking as well as easy access to the local road network. To minimise traffic movements past the existing residential properties to the west, this section will remain one-way westbound. Paddock Street is currently 6.75m wide at its eastern end which allows sufficient room for two-way



traffic. The evidence base demonstrates that this approach is considered to be the most effective, therefore should proposals suggest an alternative solution, this will have to be of a standard which is acceptable to the Borough Council and Local Planning and Highway Authority. In addition, consideration may also be given to the provision of appropriate drop off arrangements for Age UK adjacent to the bus stop in addition to their existing drop off facility.

- 4.81** Parking facilities at undercroft level in this area of the town will be in part dedicated to the residential dwellings and will require an appropriate management regime, and in part to visitors to the town centre as part of the wider car parking provision. The precise split between public and private parking should be set out and fully justified as part of any proposal and in accordance with local adopted parking standards for residential development such as the 6Cs Design Guide. However, it should also be borne in mind that as a town centre site, parking provision should take account of guidance contained in paragraph 39 of the National Planning Policy Framework.

Area Action Plan Policy 17 - Chapel Mill

The Borough Council will pursue the continued improvement of Bell Street's public realm, as well as development to include:

- **A new public town square environment to the west of the existing library**
- **New retail development (approximately 1,765sqm / 19,000sqft) up to three storeys in height**
- **A new public transport area, taxi rank and associated facilities**
- **A stand alone office development on Frederick Street (1,750sqm / 18,835sqft) of up to three storeys in height**
- **The retention of access to Spring Lane**
- **Provision of disabled car parking**

Development should allow for the extension of The Lanes pedestrian network through this part of the town centre, linking the existing Lanes to new development to the north. Proposals should ensure that access to Spring Lane is maintained.

- 4.82** The development of this part of the town will create the public square that will become a focus for the town, a destination for possible markets and outdoor events, as well as an improved setting for the Library and Church. It will create a positive environment and improve the external perception of the town and attract new visitors especially through providing the opportunity to hold events. The provision of a cafe as part of the square either as a standalone kiosk or as part of new 2-3 storey development would be encouraged. The service area to the south of the library should be treated / shielded in a way to minimise any detrimental impact on the surrounding environment.
- 4.83** Partial redevelopment of the existing retail parade over two storeys to the eastern end of Bell Street (the current single storey block to the east of the Sainsbury store) will allow a safer and more attractive link between the north and south of the town, and the extension



of The Lanes. It will also allow for any expansion proposals of the Sainsbury's store. All development in this area in particular should have positive and open elevations facing public spaces and not blank / rear elevations.

- 4.84** The redevelopment of this entire block has been a consideration during the Area Action Plan process but thorough analysis of delivery options identified significant delivery obstacles to achieving this and subsequently it is not promoted as part of the masterplan itself. However should development proposals come forward that incorporate this wider block they will be considered favourably subject to them meeting the objectives as set out in this Area Action Plan and the Core Strategy.
- 4.85** The policy ensures that Bell Street remains a prime retail area, and the Borough Council aspires to further enhance its appearance with improved materials, tree planting and appropriate levels of street furniture to ensure an attractive shopping and leisure environment.
- 4.86** Disabled parking is to be provided around the library and cycle parking at the eastern end of Bell Street as part of the wider public transport facilities. This is part of the wider principle of providing cycle parking at key areas around the approaches to the core of the town which will help to encourage cycle use and also reduce the amount of cycle – pedestrian conflict within the core of the town.
- 4.87** The public transport facility is identified to allow the provision of new north and south covered bus stop facilities that are linked by a pedestrian crossing across Bull Head Street. Consultations with bus operators identified support for these facilities to widen routing choice. The provision of these new stops will allow increased flexibility in routing options for operators, including the Council's objective of improving bus services between Oadby and Wigston town centres, but are not meant to replace current facilities within the town. As the town undergoes a process of development in the future, together with new residential development around the town such as the Direction for Growth, operators may look to alternative routes that offer more appropriate and efficient services. The location at the end of Bell Street links directly into the town centre through a new small public square, welcoming visitors and shoppers.
- 4.88** The masterplan promotes a standalone office development on Frederick Street although it is acknowledged that this site could represent an early opportunity for the development of a health centre instead of within Burgess Junction, and a flexible approach will be taken accordingly.
- 4.89** Design: The overall implementation of the elements of the masterplan will achieve the following primary design objectives:
- Opportunity to form a setting for the existing library building and Church;
 - Improvements to the existing north - south pedestrian links between Frederick Street and Bell Street;
 - Creation of a new termination of Frederick Street in the form of a public square;



- Formation of new public transport facilities that distribute people to the eastern end of the town centre;
- All public realm improvements being consistent with principles and policies contained within the Public Realm Strategy Supplementary Planning Document.

4.90 Economic: This development has the opportunity of creating in the region of 150 jobs, and again will contribute to the overall vitality of the centre.

4.91 Environmental: The improvements to the built form in this area will make a more desirable place to visit and whilst it is not possible to change or redevelop all buildings that detract from the streetscene, proposals will contribute significantly to overcoming negative elements of built form including through more dominant taller buildings.

4.92 Social: Again the implementation of this part of the masterplan will help to achieve a real sense of identity and place and create a heart to the town centre through useable and attractive open space for interaction, relaxation and enjoyment. The increased levels of natural surveillance and activity will help reduce anti-social behaviour and crime. The more open pedestrian routes will improve permeability and reduce fear of crime by widening these links, with overlooking adjoining uses and clear sight lines.

4.93 Property: The development would provide redesigned retail space, leisure space and residential space. It provides a number of benefits:

- A range of shop unit size, which could be potentially targeted at local independent retailers, helping Wigston to maintain a distinctive retail offer.
- Additional high quality retail space at the eastern end of Bell Street allowing Sainsbury's to extend their store.
- Improving the offer at the eastern end of Bell Street will encourage pedestrian flow down the entire street.
- New public space outside the Library; stakeholders have highlighted the lack of quality public space in Wigston and the lack of a location for outdoor events.
- A new, high quality access between Bell Street and Frederick Street.

4.94 Transport: The key public transport intervention for Wigston is located in this area and provides a new bus interchange area along either side of Bull Head Street, to serve northbound and southbound services, linked by a high quality crossing facility. It also provides taxi waiting facilities adjoining the library.

4.95 The interchange facility could form a central point for bus services in Wigston in the future. This facility would have the minimum of all-weather shelters with timetables (possibly real-time information displays), interchange information on boards, and good quality waiting facilities. The provision of a 'travelshop' within the eastern part of Bell Street will also be encouraged. It would also have CCTV for safety throughout the area. More detailed work would need to be undertaken to establish precise design and the associated changes required to Bull Head Street and access points to deliver this scheme.



- 4.96** Further transport interventions in this area are linked to proposed improvements to Frederick Street to the north and Bell Street to the south, making public transport a more accessible transport choice. The area will also incorporate upgraded pedestrian routing between the two areas in the form of a new street (extension to The Lanes) that replaces the existing alleyway and a new road crossing on Bull Head Street. This will also link closely to the location of the new taxi rank located in the heart of the town easily accessible to key destinations including the supermarket and existing and potential new health and civic facilities.
- 4.97** Pedestrian / cycle conflict has been a long standing issue on Bell Street and the creation of new pedestrianised / part pedestrianised streets is likely to extend the desirability of these routes as cycleways. All development proposals should include positive proposals to manage this conflict appropriately either through specific public realm design, management to redirect cyclists on vehicular routes, or a combination of the two. The Borough Council will use necessary powers working with its partners to ensure a safe and welcoming town centre shopping environment where the pedestrian has priority over all forms of transport including cycles.
- 4.98** Access to Spring Lane is to be retained along the edge of the public square to maintain access for local residents.



Chapter 5. Oadby

- 5.1** This section of the Area Action Plan focuses on Oadby District Centre. It sets out a more detailed spatial portrait that has been developed and established through the preceding stages of the Area Action Plan. It also includes the masterplan that shows how the approximate figures set out in the Core Strategy can be achieved, taking into account the context of these figures as set out in Chapter 2.

Spatial Portrait

Townscape and Landscape

- 5.2** Oadby still retains its village characteristics with a mixture of uses reflecting its organic growth which historically would have been centered around St Peter's Church (within the Oadby St Peter's Conservation Area), and stretches towards the more recent developments along The Parade which mostly dates from the 1960's and 1970's with some more recent interventions and improvements.
- 5.3** There are a number of attractive buildings and frontages within the Conservation Area, however this does not extend into the core of Oadby which is largely devoid of high quality architecture and any sense of historic fabric has been lost. This, together with the poor quality of the public realm, does not contribute towards the feeling of a high quality centre.
- 5.4** Oadby does benefit from wide pavements throughout most of the centre and whilst permeability beyond these can be poor, for example back into car parks, they do represent a significant opportunity.
- 5.5** The two main public car parks of East Street and Sandhurst Street present a poor first impression of the town, especially East Street, dominated by service and rear access to the retail and commercial units along The Parade beyond.

Property analysis

- 5.6** Whilst the retail core of Oadby is focused along The Parade, the Asda and the more recent Waitrose stores stand out as potentially independent retail destinations, as well as the Sainsbury's store located to the south but beyond the centre. The levels of retail along London Road remain specialist with a much wider than a purely local catchment.
- 5.7** The centre suffers from a lack of modern units that are capable of satisfying modern retailer requirements, perhaps the exception being the Marks and Spencer store, and it is this absence that is preventing investment and may mean that the centre has previously missed out on investment opportunities. However, the higher proportion of independent retailers contribute to the potential appeal of Oadby, particularly in times when many are seeking to 'shop local' and find an alternative to supermarket shopping.



- 5.8** Oadby is clearly an important provider of local services with banks, solicitors and estate agents in plentiful numbers in relation to the size of the centre. The Parade is clearly an attraction to such occupiers however a dominance of such uses can detract from the vibrancy of the shopping experience.
- 5.9** Aside from the recent Waitrose development which sits outside the new town centre boundary, there is limited evidence of any significant investment or transactions. However details of past transactions suggest moderate sale prices. This is likely to reflect the role of Oadby as a district centre with much interest being drawn to Leicester city centre.
- 5.10** The core of the centre adjoins residential development right up to its edge of varying eras with prices generally below the national average. Local Estate Agents suggest that the attractiveness of the centre to purchasers relates more to its location in relation to Leicester and its city centre functions, emphasising the levels of out-commuting from the area.
- 5.11** The centre offers a reasonable range of office space relative to its size, however demand is seen as being limited by its close proximity of Leicester city centre and by the office parks around Junction 21A of the M1. There are limited commercial leisure opportunities also due to the proximity of Leicester. Oadby does benefit from a range of eating and drinking establishments.
- 5.12** Public and community facilities are limited, with the former library adjacent to the Sandhurst Street car park now in use as a Community Centre and Place of Worship and the library relocated to a new location along Leicester Road.



Unwelcoming pedestrian routes



Poor quality architecture and floor plates not attractive to modern retail



Range of architectural styles and poor quality public realm



Poor first impressions on arrival in car parks

Access and Movement

- 5.13** In strategic terms the Leicester Principal Urban Area is well placed on the highways network with good links to core national and regional networks. Oadby is located in the south east of the Leicester Principal Urban Area and as such is not as well related to the motorway road networks to the west and north. However the A6 links Oadby directly to Leicester City (also a busy bus route) and Kettering, the A14 and Bedford providing strong links to the south east and east via the A6, A14 and M11.
- 5.14** The A6 has a severance effect on Oadby and there is limited signage off the A6 to indicate its proximity.
- 5.15** There is wide ranging car parking within the centre with time and cost restrictions designed to discourage use for park and ride purposes into Leicester, although this is not altogether clear and does not contribute to their ease of use. There are limited pedestrian circuits partly due to the existing layout of the shopping facilities. There are minimal cycling facilities.

Key Issues and Challenges

- 5.16** Oadby is identified as a district centre within the Core Strategy which is a tier below Wigston in the retail hierarchy as explained earlier in this Area Action Plan. Nonetheless, its future role as a small town centre reflects its geographical position close to the affluent Oadby Grange ward and the University of Leicester's Oadby campus, although currently the centre is very poorly used by students considering the close proximity of the halls of residence.
- 5.17** Implementation of this Area Action Plan will allow it to become a small town centre in the future as clarified in Core Strategy Spatial Objective 3, achieved through the provision of a range of smaller independent and specialist shops, cafes and restaurants. This is distinct from the main town functions provided by Wigston and the two should complement not



compete with one another. This will be ensured in part through the implementation of the principles and policies set out in this Area Action Plan.

- 5.18** Oadby also has a very diverse catchment in terms of religion and ethnicity as explained in the Borough Council's Faith Community Profile and Places of Worship Needs Assessment (December 2008) and it is important to fully consider the demands that this places on the centre in terms of providing for the needs of the whole community.
- 5.19** Similar to Wigston, Oadby's catchment is mostly local and its improvement will help to capture local trade that is lost to alternative centres or facilities. It will also help to capture some of the potential student spend that the town does not currently benefit from. It should also attract visitors from nearby Oadby Grange and increase dwell time and potential spend within the centre reducing the amount of trade outflow to Leicester city centre and Fosse Shopping Park in particular.

Vision and Spatial Strategy

- 5.20** The vision and strategy for the future of Oadby, as set out below, has been developed following the agreement of the objectives through the issues and options consultation period, as well as being informed by baseline research, issues and options analysis, and comments that have been received during consultation. Considering all these factors together in the Vision as follows:

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

- 5.21** In particular, this correlates to Core Strategy Policy 2, Development in the Centre of Oadby, Wigston and South Wigston, which in turn will assist in the delivery of the following Spatial Objectives:

- 1; Regeneration of Town and District Centres;
- 3; Oadby Town Centre;
- 5; Improved Employment Opportunities;
- 7; A Balanced Housing Market; and
- 8; Sustainable Design and Infrastructure.

- 5.22** The town's strength will lie in its interesting mix of shops, cafés, bars and restaurants, focused on the independent offer, but with a number of key national retailers as anchors to the town, as well as residential accommodation in the centre that will help activate the town throughout the day and into the evening. The town will be highly accessible by all modes of transport, particularly on foot from its immediate surroundings in all directions, but also offering good public transport links and car parking facilities. This is expressed visually in the spatial strategy plan below.



- 5.23** New development will need to ensure that the needs of the pedestrian are placed above those of vehicles. This, together with appropriate high quality design will help to create a safe environment.
- 5.24** The implementation of the policies following the guidance set out in this Area Action Plan and the Core Strategy will create an attractive and desirable destination, not just for shopping but also for living. Getting the balance right to cater for the differing demands placed upon the town – i.e. shoppers, workers and residents – will be key to its future success.
- 5.25** New development has to be of the highest standards of design in accordance with Core Strategy policies. The creation of an ‘anywhere place’, where design is generic and can be found throughout the Country will not be acceptable, and the Borough Council will require supporting information to justify proposed designs accordingly.



Figure 5.1 Oadby's Spatial Strategy



- 5.26** This strategy will ensure that the centre moves away from its current competitive position in relation to Wigston, and whilst an element of competition is inevitable due to their similar catchments, Oadby will have a different offer from Wigston, which will focus more on national retailers and civic functions
- 5.27** The regenerative impact of the proposed development areas could be very significant in terms of any development that Oadby has seen in a number of years. To enable the various proposed developments, as well as any other development proposals as ‘knock-on’ or windfall developments from the masterplan, to come forward and be negotiated and determined in an appropriate manner requires a strong planning policy framework with appropriate supplementary guidance.
- 5.28** The assessment of the options as informed by the various consultations undertaken, does point towards a strategy of consolidation in a spatial manner but growth in terms of the retail offer. This will result in the re-focus of the town centre into a well defined core (consolidation) with new retail and leisure floorspace contained therein (growth).

Objectives

- 5.29** This vision is supported by key objectives which form the basis of detailed policy, as follows.
- To establish a distinct and sustainable role for Oadby by encouraging the growth of independent retail within the town as well as leisure and community facilities.
 - To encourage the growth of economic and social benefits for local people by encouraging development that responds to Oadby’s catchment and established needs.
 - To create a safe, distinctive and pedestrian friendly environment by maximising the opportunities presented by the existing highways and ensuring that the pedestrian is prioritised over the car.
 - To achieve an attractive and accessible place to shop, live and work through ensuring the highest standards of design and committing to the regeneration of Oadby.
 - To use the planning system and joint working with developers throughout the development process to deliver high quality and inspirational design in Oadby town centre.
 - To link the town, physically and economically, to its catchment by providing for its needs and improving pedestrian linkages towards the centre.
- 5.30** These objectives link clearly to the Core Strategy policies, and as such will contribute to achieving many of the Borough Council’s Spatial Objectives as set out in Chapter 2.
- 5.31** With reference to the Spatial Objectives, using the Area Action Plan to guide future development decisions and the implementation of the Masterplan will regenerate the town centre (Spatial Objectives 1 and 3), providing improved employment and housing opportunities (5, 6 and 7), as well as encouraging the highest quality sustainable design which is fully accessible and designed to reduce crime and the fear of crime (8, 9, 11 and 14).



5.32 Core Strategy Policy 1 sets out the future development parameters for the Borough, including Oadby Town Centre, which are informed by this Area Action Plan, and Core Strategy Policy 2 clearly sets out the Borough Council’s intentions and expectations of future development in Oadby, as well as Wigston and South Wigston.

5.33 There are many links between more detailed policies within the Core Strategy and it is important to consider the Core Strategy alongside this Area Action Plan as well as other appropriate planning guidance including Supplementary Planning Documents as a whole, as set out earlier in this document.

The Masterplan

5.34 The masterplan for Oadby has been developed following the same process as for Wigston as explained in Chapter 4.

5.35 The masterplan proposes the redevelopment of two key areas through positive intervention,

- East Street car park – ‘Brooksby Square’
- Sandhurst Street – ‘Baxter’s Place’
- and allows for the market-led redevelopment of the Oadby Centre.

5.36 This is linked by improvements to the wider public realm throughout the town centre including new paving, family of street furniture, lighting and signage, and public transport facilities.

5.37 The town centre boundary is drawn tightly around the core, with areas to the east that formerly fell within the centre to benefit from a more flexible policy approach that will still allow the development of small niche retailing, subject to the policy considerations and requirements, and also of eating and drinking establishments of which there are currently a small number.

5.38 Improvements to the pedestrian environment and road crossing facilities will help to enable better links from surrounding residential areas to increase the ease and desirability of visiting the town. This will be supported by two key parking areas linked to new development at Brooksby Square and Baxter’s Place, as highlighted in the Transport Strategy at Figure 5.3 below. The benefits of the wide pavements will be maximised with outside seating for cafes, bars and restaurants, as well as outdoor events to enliven spaces and add to the vitality of the town.

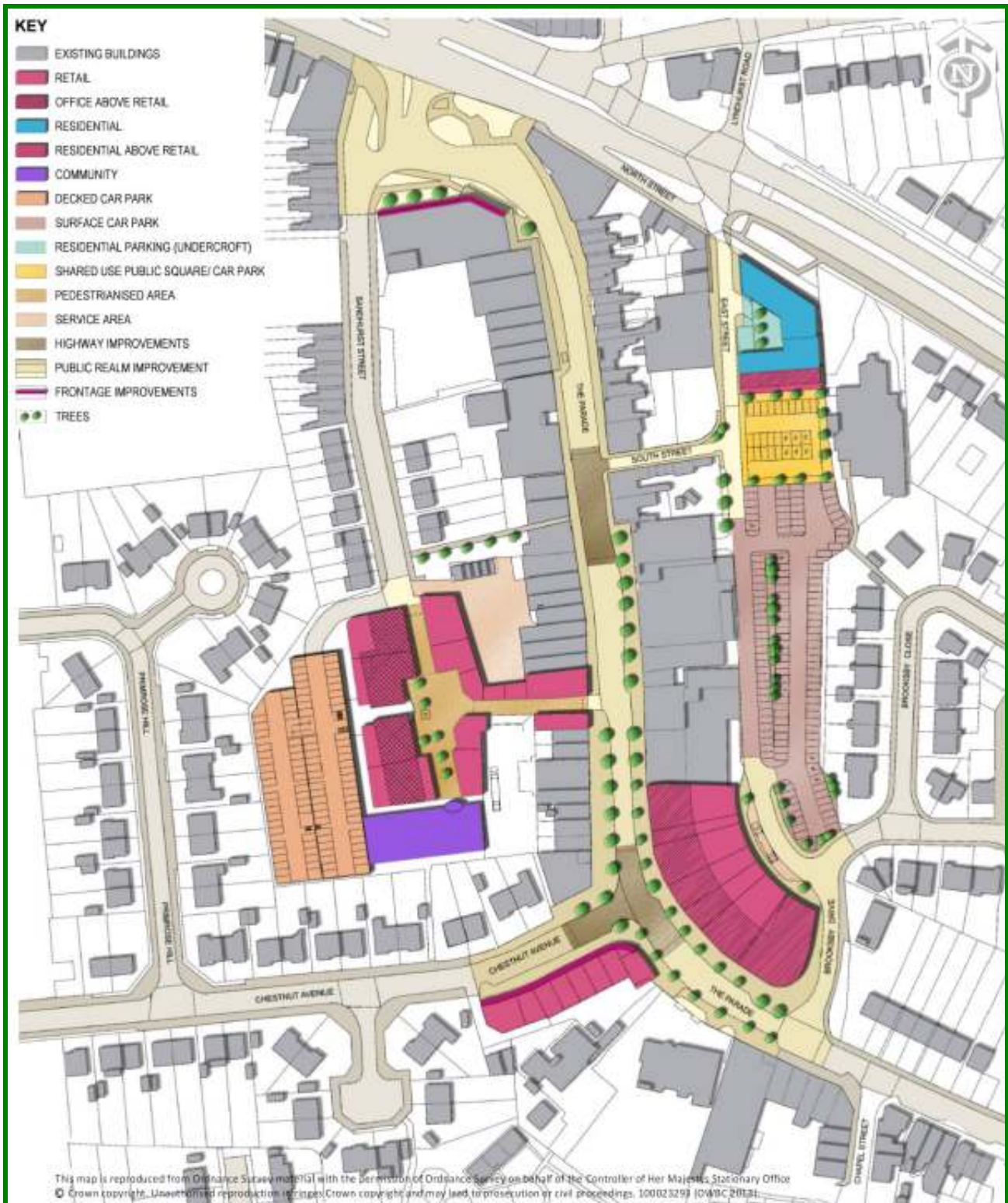


Figure 5.2 Oadby Masterplan

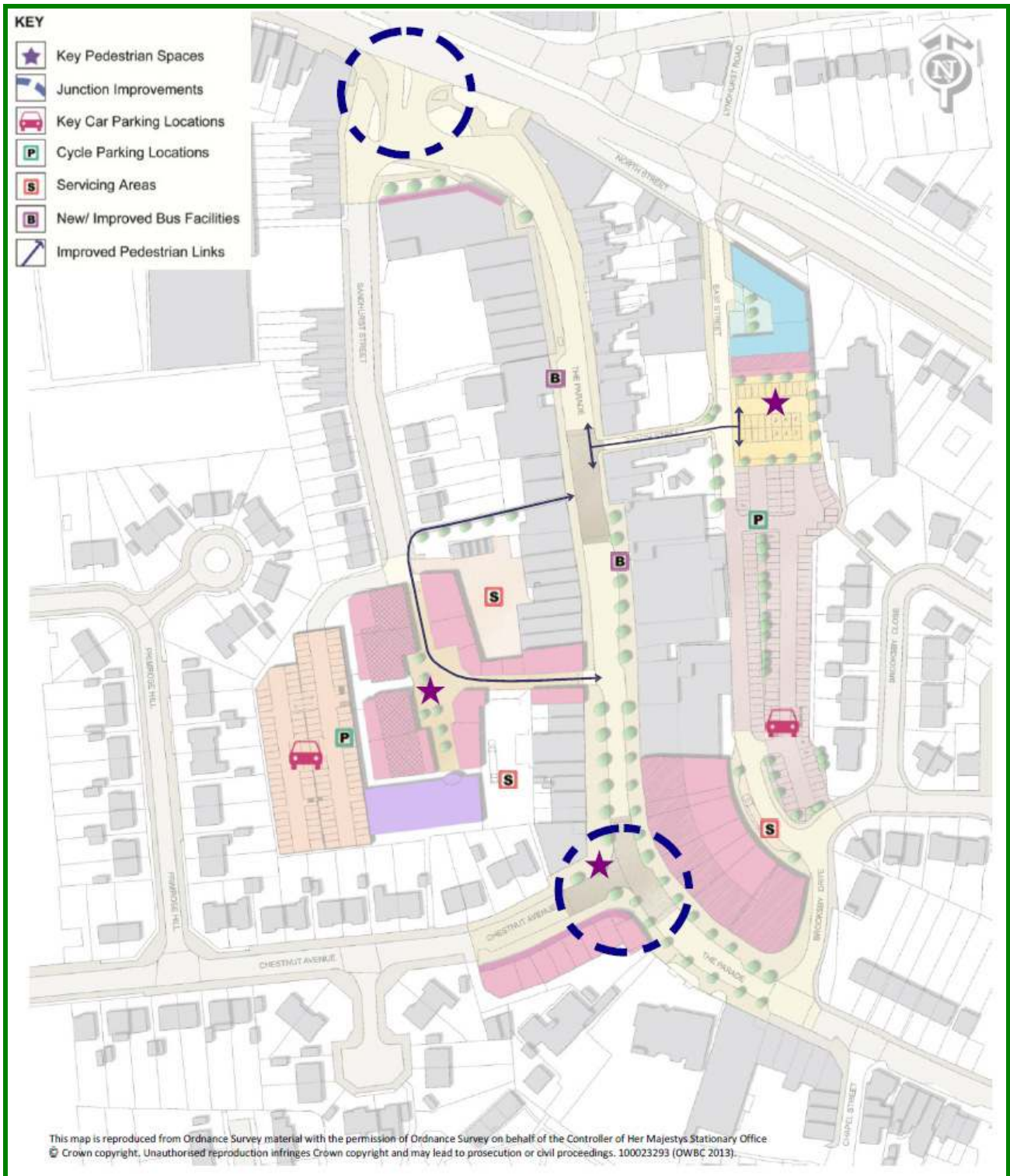


Figure 5.3 Oadby Transport Strategy



Brooksby Square



- 5.39 Currently occupied by surface car parking and unattractive rear servicing, the northern part of this site will be occupied by new residential development, facing North Street and flanking a new public square with the Methodist church to the south, with a new cafe / bar unit or kiosk providing outside seating opportunities to enliven this space. It will provide a direct link via South Street to The Parade alongside new commercial development, helping to create a new pedestrian circuit around the town.
- 5.40 The parking area will be remodelled to maximise the numbers of available spaces and to provide servicing on a one-way south to north basis, allowing for the potential longer term redevelopment of The Oadby Centre. Consideration has been given to adding a decked car park in this location however this has not been pursued due to the viability of such a development and potential impact on residential amenity.



Kiosk / cafe development with outdoor space (Bury)



High quality links alongside attractive new retail development (Bury St Edmunds)



High quality lighting design (Bury)



Kiosk scale cafe development (Birmingham)

Baxter's Place



5.41 Baxter's Place currently comprises a large surface car park and the former library which is now occupied by the Oadby and Wigston Muslim Association. Proposals for this site will see a new mixed retail, commercial and community use scheme focused around a new central square. This square will also allow for servicing to some of the properties and access to those on The Parade. Car parking will be provided to the rear in a decked arrangement over two storeys (half sunk to protect residential amenity) with a direct pedestrian link, linking to Sandhurst Street with two links to The Parade, both based on existing layouts.

5.42 The development will form a 'courtyard' within the town but will also be the main pedestrian route from the main car park to The Parade and will therefore experience high levels of footfall, unlike many traditional courtyard developments that have been designed in a 'cul-de-sac'.



High quality public space and shared surface (Caernarfon)



Welcoming links between spaces (Custard Factory, Birmingham)



Welcoming links between spaces (Custard Factory, Birmingham)



Quality Independent retail in courtyard development (The Hopmarket, Worcester)

The Oadby Centre

- 5.43** The redevelopment of The Oadby Centre will be welcomed and encouraged in accordance with the Borough Council's adopted planning policies but would not be subject to specific public sector intervention. New development will provide a positive new two or three storey retail and residential development that will significantly improve the appearance of this part of the town and offer a range of retail opportunities.
- 5.44** Whilst the full redevelopment of this part of Oadby may be desirable as a key gateway to the centre, there are significant obstacles to the private sector intervening to progress this, not least ownership, cost and financial viability issues. As the market and other circumstances change over time these issues may pose less of a challenge and redevelopment proposals would be welcomed by the Borough Council accordingly.



Phasing

- 5.45** Brooksby Square and The Parade are identified within Phase 1 of development, with the potential for the residential development at Oadby East to be more attractive to developers notwithstanding economic conditions. Public realm improvements to The Parade will need public sector intervention and funding opportunities have been and will continue to be explored accordingly by the Borough Council and its partners.
- 5.46** Baxter’s Place is within Phase 2 – it is important to maintain car parking during construction and Oadby East and Sandhurst Court can therefore not be brought forward together.
- 5.47** The Oadby Centre is identified in the final phase of development in accordance with anticipated market conditions and the need for a market-led solution to this development.
- 5.48** Whilst the phasing plan with the associated elements of the Delivery Strategy shows the broad anticipated order of work, the Borough Council will take a flexible approach and will consider developments coming forward in a different order subject to ensuring that any car parking and access issues are fully considered to a standard which is acceptable to the Borough Council and the Local Highway Authority.

Area Action Plan Policy 18 - Implementation of the Oadby Town Centre Masterplan

In order to achieve the ambition of Oadby becoming a small town, the Borough Council will pursue the regeneration of Oadby district centre in accordance with the masterplan, its accompanying delivery strategy and phasing plan, with private sector partners that will include approximately:

- **800 sqm (8,611 sqft) new commercial floorspace;**
- **5,070 sqm (54,575 sqft) new retail floorspace (gross);**
- **75 new residential units;**
- **At least the existing number of car parking spaces.**

A new and improved pedestrian way linking Brooksby Square, The Parade and Baxter’s Place. The route will be illustrated on the Proposals Map.

The Masterplan allows for a community use building (approximately 1,275 sqm / 13,725 sqft) and promotes improved public realm along The Parade.

Development proposals that may compromise the long term achievement of the strategic objectives of this Area Action Plan and the associated masterplan and figures as set out above for Oadby District Centre will not be permitted.



- 5.49** These figures correspond to the masterplan as set out in this Area Action Plan. However there are slight differences with the figures in the adopted Core Strategy, Spatial Objective 3, particularly with regard to retail development which is lower than proposed herein. This has been a result of design development following the progression of the Core Strategy through its examination and changing economic times and forecasting during the Area Action Plan's preparation as set out in the introductory sections to this Area Action Plan. For clarity, proposals that achieve the retail floorspaces as above will be encouraged, and should figures achieve those set out in the Core Strategy these will also be considered favourably. Conversely, proposals that are considered to compromise the ability to achieve the figures set out in the Policy will not be permitted. The Council is committed to retaining the existing number of public car parking spaces as a minimum provision for Oadby Town centre. The Masterplan (illustrated on page 67) includes a loss of approximately 20 existing spaces at East Street car park and a corresponding increase of approximately 20 spaces (to 210 spaces in total) at the new Baxter's Place decked car park.
- 5.50** The completion of the decked car parking scheme at Baxters Place (policy 19) in phase 2 is important to the success of other development proposals set out in the Area Action Plan, some of which will (when considered individually) result in the loss of existing public car parking spaces. Therefore, as part of any redevelopment proposal(s) a comprehensive parking management strategy will be required to be put in place prior to the commencement of development to ensure that an equivalent amount of car parking spaces are made available to support the town centre during the construction phase and after completion of the scheme(s). This will allow the flexibility necessary to allow the Council to respond to the needs of the market.
- 5.51** Together with its partners, the Borough Council will work to ensure that the opportunities for locally sourced employment are maximised, for example through requiring local construction workers schemes and working closely with South Leicestershire College to provide training and education opportunities. This will help to ensure long term benefits to the local community.
- 5.52** This Area Action Plan sets out the strategic direction for the future of Oadby District Centre – primarily to progress from a District Centre to a small town. It clarifies the objectives for the future of the town, which can be achieved through following the guidance set out in policies and allocations herein. The masterplan is an interpretation of these objectives and allocations and illustrates one way in which these figures can be achieved. Proposals that may compromise the overall achievement of these objectives should not be encouraged and will not be granted planning permission.
- 5.53** Final proposals for the large scale redevelopment of key sites within the town may well differ from the Masterplan proposals. However, they must comply with the objectives and aim to achieve the target figures as set out above and detailed in the site based policies. The Borough Council will use its Compulsory Purchase Powers if necessary to help deliver schemes within the town centre, and Section 106 Agreements to help ensure the delivery of public realm, and other appropriate town centre improvements.



- 5.54** The policy and masterplan specifies a community use building which could be a place of worship that would respond to an established need in Oadby. This is clarified in Core Strategy Policy 16 which promotes such uses within town centres.
- 5.55** Masterplan proposals will be expected to demonstrate the highest standards of design in accordance with Core Strategy Policy 14 and other relevant national and local design guidance. All public realm redevelopment or enhancement occurring within Oadby's town centre will need to be in conformity with principles and policies set out in the Borough Council's Public Realm Strategy Supplementary Planning Document.

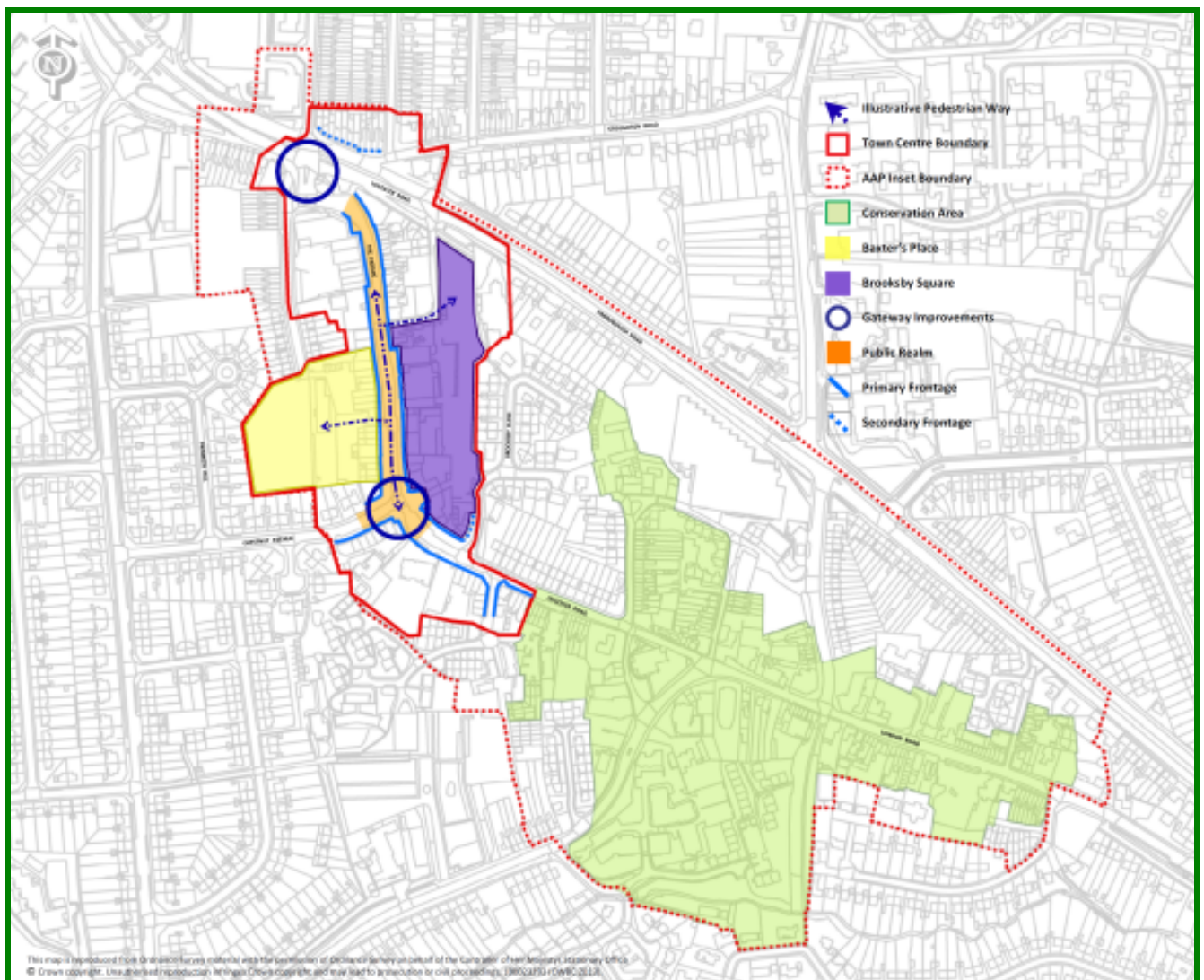


Figure 5.4 Oadby Adopted Policies Map Inset

Site Based Policies

- 5.56** The inset plan for Oadby is shown in Figure 5.4. This carries forward identified saved policies from the Local Plan and shows new allocations as set out in the site specific policies



below. It forms the Adopted Policies Map for all development control decisions within the Area Action Plan boundary, subject to all other material considerations.

Area Action Plan Policy 19 - Brooksby Square

The Borough Council will pursue the redevelopment of the East Street car park area in order to achieve the following:

- **New residential development fronting Harborough Road of at least 35 residential units;**
- **New public square at the end of South Street / next to Oadby Trinity Methodist Church and improved public realm links to The Parade along South Street. The new public square to be shared use and to be used for public car parking when not in use for a range of community purposes;**
- **At least 160 car parking spaces and appropriate servicing arrangements.**

Proposals for the refurbishment of the property on the south side of South Street will be encouraged.

- 5.57** This site is positioned on the important Harborough Road frontage adjacent to the Oadby Trinity Methodist Church. At present the area offers a relatively poor image of the town characterised by the open car park frontage and servicing to The Parade.
- 5.58** The masterplan proposes a new 3-4 storey residential development fronting Harborough Road, of a high quality design that will enhance the streetscape in this part of the town. It also incorporates a small amount of leisure development (A3 uses) fronting a new public square sitting in front of the Church, which will also be bound on its south side with new A3 development creating a civic space and improved setting for the Church. The existing office block on South Street is proposed to be refurbished / redeveloped to provide retail at ground floor (A1 / A3) with residential development above.
- 5.59** Design: Development of this site will achieve the following primary design objectives:
- Greater definition to a primary frontage within the town centre;
 - Creation of a new focus to Trinity Methodist Church in the form of enhanced public realm;
 - Opportunities for new A3 and A1 retail uses creating an enhanced circuit to The Parade, via South Street (Lynn House);
 - High quality residential development fronting North Street announcing the town to passers by;
 - Improvements to existing car parking and servicing provision;
 - Positive active uses to existing service frontages;
 - Improved car parking facilities;
 - All public realm improvements being consistent with principles and policies contained within the Public Realm Strategy Supplementary Planning Document.



- 5.60** Economic: Increased commercial and residential floorspace within Oadby will add to footfall and thereby contribute to the vitality of the town.
- 5.61** Environmental: Attractive new uses within the East Street car park will reduce its negative impact and poor first impression to visitors making it a more positive place to visit. Clarity over servicing arrangements will help to improve the management of space to the rear of The Parade.
- 5.62** Social: The opportunities for social interaction will be increased through the creation of new public space that can be used for a range of purposes including outdoor cafe space. Increased movement and surveillance within the town will help to reduce crime and fear of crime.
- 5.63** Property: This project provides retail, leisure and residential development. The south of the site will be used to provide car parking as well as maintaining a servicing role.
- 5.64** Transport: The car park is currently of poor quality with differing traffic calming features, different colour spaces for different lengths of stay which cause confusion to visitors, many reserved spaces in amongst normal spaces; and a convoluted internal road layout.
- 5.65** In order to address these matters the new car park will have to consider appropriate management regimes including consideration of long and short term car parking and provision for residential parking. General access to the southern part of the car park, i.e. excluding residential car parking, should be from the southern entrance from Brooksby Drive.
- 5.66** Servicing should also be accessed from the south, with a new facility to serve The Precinct and access only in a south – north direction, egressing towards North Street.

Area Action Plan Policy 20 - Baxter's Place

The Borough Council will pursue the comprehensive redevelopment of the site which should include approximately:

- **2170 sqm (23,360 sqft) new retail floorspace including appropriate servicing arrangements for new and adjacent units**
- **800 sqm (8,600 sqft) new commercial floorspace predominantly at upper floors**
- **Car parking to provide at least 210 spaces**
- **1,275 sqm (13,275 sqft) community use**

Development of Sandhurst Street should form a comprehensive redevelopment of the car park site including public realm provision, a central square / plaza and a clear link to The Parade.

- 5.67** This policy allows for redevelopment of the Sandhurst Street car park to create new retail, commercial and community opportunities within the town centre. The new retail



floorspace will deliver the range of sizes needed to accommodate modern retailer requirements. Commercial floorspace will provide modern floorspace within an attractive town centre environment. The creation of a new public square will allow for flexible use of this space and outside uses will be encouraged accordingly.

- 5.68** Car parking is provided as a half sunk decked car park over two and a half stories in order to minimise impact upon residential amenity. Servicing routes will have to be considered carefully as servicing arrangements will have to be maintained for the adjacent retail units.
- 5.69** The masterplan allows for a standalone community use building within the Sandhurst Street development. This could include a place of worship which is a need that was identified in the Borough Council's Faith Community Profile and Places of Worship Needs Assessment (December 2008) and is set out in Core Strategy Policy 16, and could therefore replace the existing facility in the former library building. Design will need to be carefully considered to ensure that such development is integral with the comprehensive redevelopment of the wider Sandhurst Street site and is in character and scale with its surroundings, whilst ensuring safe accessibility to this scheme through pedestrian routes and links to the town's car parking facilities.
- 5.70** Design: Development of these sites will achieve the following primary design objectives:
- Creation of a new public square as a focal point at the confluence of a series of streets;
 - Associated enhanced public realm links to The Parade that will link to its improved public realm;
 - A variety of new retail footprints that define a series of enhanced circuits extending and increasing pedestrian activity;
 - All public realm improvements being consistent with principles and policies contained within the Public Realm Strategy Supplementary Planning Document.
- 5.71** Economic: The levels of floorspace proposed will provide in the region of 115 jobs. The development will, along with other improvements particular along The Parade, improve rent and capital values as well as the external perception and image of Oadby. The widened retail circuits will add to footfall and vitality thereby contributing to the overall performance of the centre.
- 5.72** Environmental: Ensuring high standards of design will help to lift this part of the town centre making it a more attractive place to visit and overcoming the negativity of its current appearance. Schemes must be designed to accommodate the appropriate level of parking but its design must be of a high standard incorporated into the design and layout of the site as a whole, minimising impact on adjoining residential properties. Final design development should aim to retain as many trees as possible however it is acknowledged that there may be some tree loss, however proposals should ensure the inclusion of appropriate species of new trees in the design of the public square to offset that loss to at least a ratio of 2:1. All tree and planting schemes should be in conformity with the Council's Public Realm Strategy Supplementary Planning Document.



- 5.73** Social: The creation of new circuits and public space will improve opportunity for social interaction within a centre that has a good choice of outside seating space for eating and drinking. The greater legibility of spaces and their increased levels of natural surveillance will reduce crime, anti social behaviour and the fear of crime.
- 5.74** Property: The development of additional retail space on Sandhurst Street will deliver key benefits including widening the choice of retail and commercial floorspace available as well as increasing footfall through the centre with an improved overall offer and outside space with the potential to be used as event space. Car parking facilities are significantly improved.
- 5.75** Transport: The layout of the development has been heavily influenced by the necessity to maintain service access to the rear of The Parade to existing retail units and provide appropriate service access for new retail units. This should be achieved by allowing deliveries through the development for front servicing to the new units. Careful management will be required through time and / or weight restricted delivery to ensure that this space is managed safely as a shared public vehicular space.
- 5.76** Car parking is provided through a decked design which provides in the region of 200 spaces which is a slight increase on current provision.

Area Action Plan Policy 21 - The Parade

The Borough Council will pursue opportunities for improvements to public realm along The Parade.

- 5.77** The Parade would benefit from investment in its appearance including paving, street furniture and lighting. This may be achieved through Section 106 monies from other town centre development or other funding sources that the Borough Council will pursue. The wide pavements lend themselves to outdoor cafes / eating opportunities, which will enhance the town centre offer making it more attractive to shoppers and workers.
- 5.78** Public transport facilities would benefit from improvement, including waiting facilities as well as the bus stops themselves, with all street furniture using the same design 'language' that will help to bring the town centre together as one. This should reflect a contemporary feel in keeping with a forward looking centre.
- 5.79** Key movement areas in particular, which include junctions with South Street, Sandhurst Street and Chestnut Avenue, should be designed prioritising the pedestrian over the car, for example through the provision of raised tables to slow traffic speeds.
- 5.80** The masterplan proposes a more open, town square area in front of the precinct which would take the form of a raised table incorporating the highway itself, therefore adding to the feel of a large open town square and creating a gateway into the main shopping area from the south and west. The area in front of the precinct would be attractively paved along with the raised table, but in differing colours to clearly delineate between



carriageway and pavement. This theme would be continued along The Parade as part of the traffic management scheme and public realm works.

- 5.81** More detail will be added in the Borough Council's Public Realm Strategy Supplementary Planning Document. Any public realm redevelopment of The Parade will need to be consistent with policies and principles set out in the Public Realm Strategy Supplementary Planning Document.

Area Action Plan Policy 22 - Other opportunities within Oadby

The masterplan identifies opportunities for the redevelopment of The Precinct as well as the retail units along Chestnut Avenue. Proposals will be considered taking into account all other relevant policies but should both include a mix of retail floorspace with residential above (approximately 40 dwellings) and include public realm improvements in their vicinity. New frontages should form primary frontages as covered under Area Action Plan Policy 2.

- 5.82** Earlier consultation versions of the masterplan contained positive policy to regenerate these sites, however financial testing has proved that within the current and foreseeable future economic market, their redevelopment is likely to be market-led without public sector intervention. Their redevelopment would have a significant impact upon the town, either removing or significantly enhancing blocks that currently detract from the overall appearance of the town, particularly The Precinct in its dominant position within the streetscene. They would also contribute to achieving the residential figures as set out in Area Action Plan Policy 18 through the provision of approximately 40 dwellings as shown in the masterplan.
- 5.83** Both blocks are currently identified as being within the primary frontage of Oadby, and proposals would have to be in accordance with the relevant policies to ensure that their redevelopment would maintain the important retail and spatial role within the heart of the centre that these blocks currently provide.
- 5.84** Proposals should be in accordance with other Core Strategy and Area Action Plan policies and will be expected to contribute to public realm improvements in their vicinity, particularly at The Oadby Centre which currently has a significant swathe of public realm to its front elevation, and in the future could form part of the new pedestrian environment as proposed though the masterplan.



Appendix A

Detailed Masterplans Including Floorspaces



**AREA SCHEDULE
WIGSTON MASTERPLAN
(PREFERRED MASTERPLAN OPTION)**

COMMERCIAL

Total - approx. 8,905 sq.m. - 95,856 sq.ft.

- BLOCK C1 - approx. 4,203 sq.m. (45,707 sq.ft.) - upto 4 storey
- BLOCK C2 - approx. 2,100 sq.m. (22,605 sq.ft.) - 1 storey above retail
- BLOCK C3 - approx. 530 sq.m. (5,705 sq.ft.) - 2 storey above retail
- BLOCK C4 - approx. 1,700 sq.m. (18,337 sq.ft.) - 3 storey

RETAIL

Total - approx. 11,811 sq.m. - 127,132 sq.ft.

- BLOCK R1 - approx. 6,600 sq.m. (70,918 sq.ft.) - 2 storey
- BLOCK R2 - approx. 2,500 sq.m. (27,043 sq.ft.) - 2 storey
- BLOCK R3 - approx. 820 sq.m. (8,794 sq.ft.) - 1 storey
- BLOCK R4 - approx. 200 sq.m. (2,150 sq.ft.) - 1 storey
- BLOCK R5 - approx. 680 sq.m. (7,319 sq.ft.) - 2 storey
- BLOCK R6 - approx. 820 sq.m. (8,794 sq.ft.) - 1 storey

RESIDENTIAL

Total - approx. 12,545 sq.m. - 135,033 sq.ft.

Total Nos. of Apartments - 138 @ avg. 75sqm/gross
Total Nos. of Town Houses - 15

- BLOCK RES1 - approx. 4,000 sq.m. (43,059 sq.ft.) - 4-5 storey
- BLOCK RES2 - approx. 2,925 sq.m. (31,454 sq.ft.) - 4-5 storey
- BLOCK RES3 - approx. 1,000 sq.m. (10,764 sq.ft.) - 4 storey
- BLOCK RES4 - approx. 1,900 sq.m. (20,570 sq.ft.) - 2-5 storey
- BLOCK RES5 - approx. 1,050 sq.m. (11,302 sq.ft.) - 3 storey town houses
- BLOCK RES6 - approx. 1,170 sq.m. (12,588 sq.ft.) - 3 storey town houses

CAR PARKING

Total number of spaces - approx. 557

P1 - approx. 417 spaces (P1 plus 4 upper levels parking with two levels over retail block R2)

P2 - approx. 9 spaces (surface parking)
P3 - approx. 131 spaces (undercroft parking) - including 32 spaces + 6 disabled parking spaces for public use.

Extended network of The Lanes

All areas approximate and subject to detail design/ survey.





**AREA SCHEDULE
OADBY MASTERPLAN
(PREFERRED MASTERPLAN OPTION)**

RETAIL

Total - approx. 4,570 sq.m. - 49,193 sq.ft.

- BLOCK R1 - approx. 1,000 sq.m. (20,451 sq.ft.) - 1 (1storey)
- BLOCK R2 - remodelling and refurbishment
- BLOCK R3 - approx. 2,200 sq.m. (23,681 sq.ft.) - 1 storey
- BLOCK R4 - approx. 200 sq.m. (2,153 sq.ft.) - 1 storey
- BLOCK R5 - approx. 180 sq.m. (1,937 sq.ft.) - 1 storey
- BLOCK R6 - approx. 90 sq.m. (969 sq.ft.) - 1 storey

RESIDENTIAL

Total - approx. 5,700 sq.m. - 61,354 sq.ft.

Total Nos. of Apartments - 76

- BLOCK RES1- approx. 2,500 sq.m. (31,215 sq.ft.) - 2 storey
- BLOCK RES2- approx. 1,500 sq.m. (16,146 sq.ft.) - 4.5 storey
- BLOCK RES3- approx. 1,300 sq.m. (13,993 sq.ft.) - 3.5 storey

COMMERCIAL

TOTAL - approx. 800 sq.m. - 8,611 sq.ft.

- BLOCK C1- approx. 800 sq.m. (8,611 sq.ft.) - 1 storey above retail

COMMUNITY USE

TOTAL - approx. 1,275 sq.m. - 13,724 sq.ft.

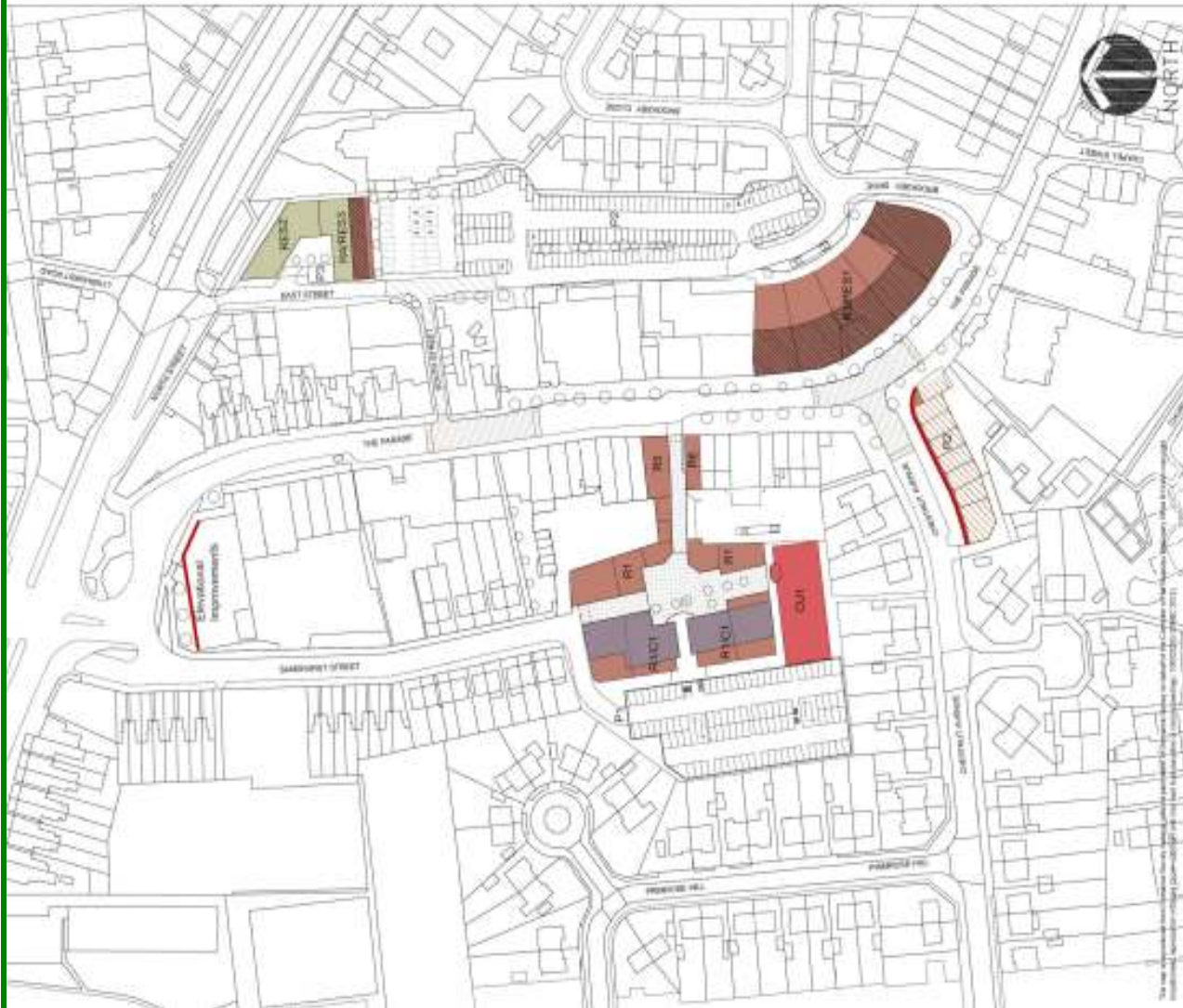
- BLOCK CUI- approx. 1,275 sq.m. (13,724 sq.ft.) - 2 storey

CAR PARKING

Total number of spaces - approx. 424

- P1 - approx. 233 spaces (deck parking; 2.5 decks, half storey surfs)
- P2 - approx. 161 spaces (surface parking)
- P3 - approx. 30 spaces (residential undercroft parking)

All areas and numbers are approximate and subject to detail design and survey.



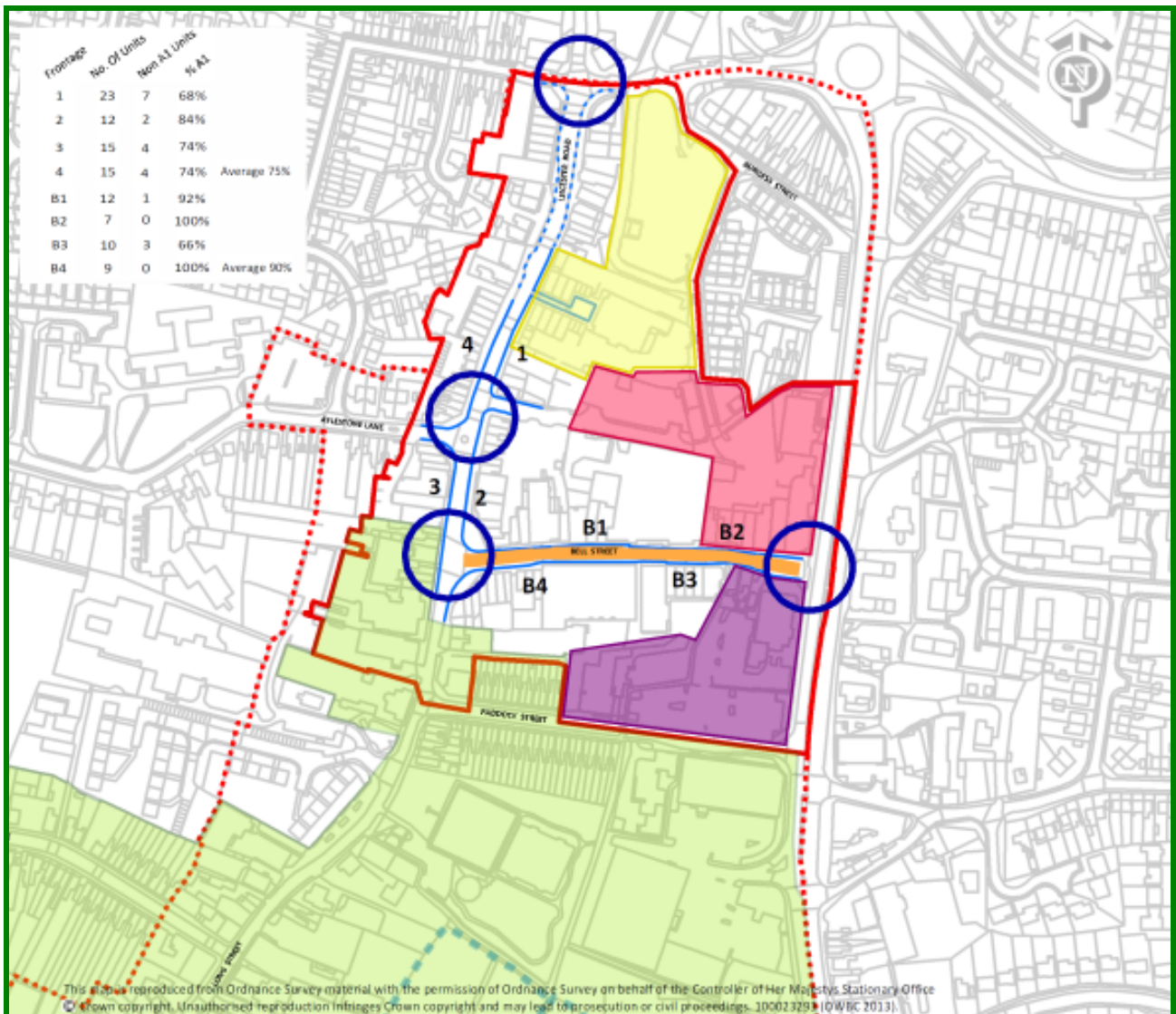


Appendix B

Primary Frontages Plans

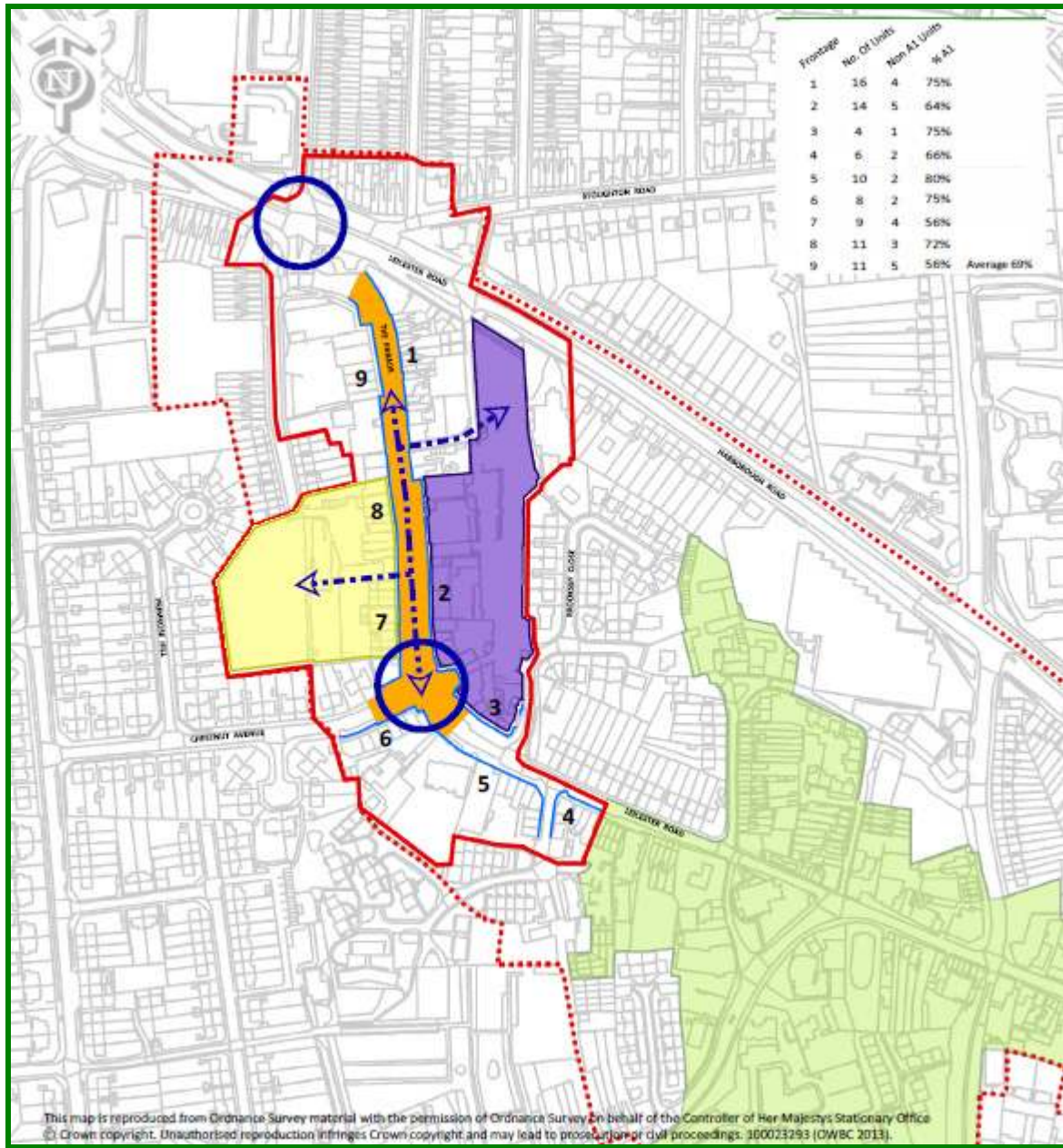


Wigston Town Centre - Figures as surveyed 2010





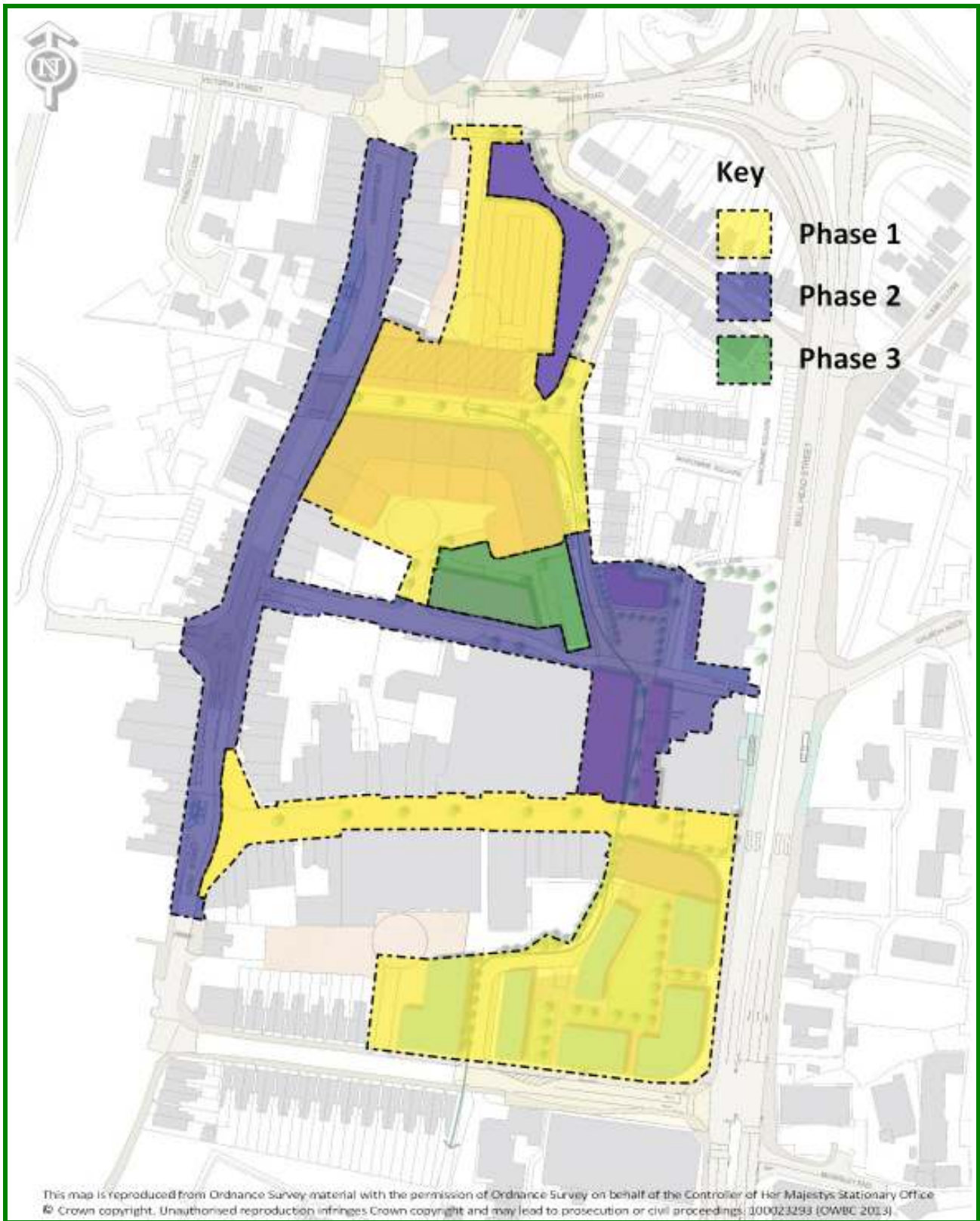
Oadby Town Centre - Figures as surveyed 2010



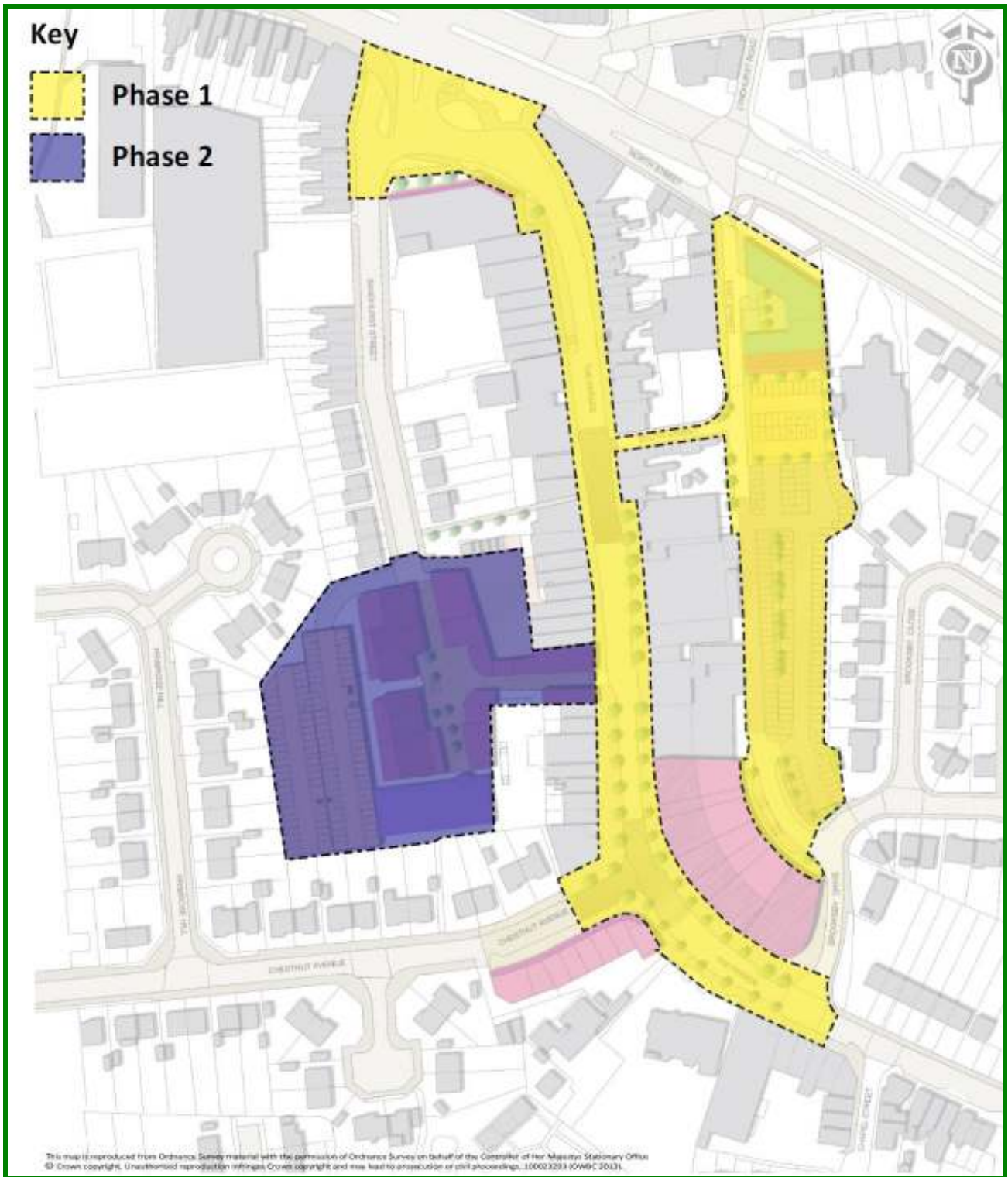


Appendix C

Phasing Plans



Wigston Phasing Plan



Oadby Phasing Plan



Appendix D

Local Infrastructure Plan



Future development in Oadby and Wigston

The framework for providing future development and investment in the town centre's of Wigston and Oadby will be delivered through the Area Action Plan. In order to achieve the Borough Council's vision and to bring forward the allocated sites, an integrated approach to the provision of infrastructure requirements such as transport and public realm improvements is needed.

Delivery of the vision will primarily be dependent upon a strong relationship between the Borough Council and its key partners including:

- Public transport providers and the Local Highways Authority for example to deliver effective public transport services and junction improvements to mitigate the impacts of new development;
- Private sector partners such as land owners and developers to ensure the highest standards of design and sustainable building techniques are implemented;
- Existing businesses and business organisations for example to bolster our town centre's reputation for major investors / potential investors;
- Local resident's organisations to ensure that the town centre AAP's objectives and vision match the local community's aspirations for their town centres; and,
- The Local Strategic Partnership and the Local Infrastructure Partnership (established to assist in the annual review of the Local Infrastructure Plan), as well as voluntary sector organisations to ensure delivery of developments that meet the objectives of the Borough Council's and Leicestershire County Council's Sustainable Community Strategy.

The Borough Council's Local Infrastructure Plan provides more detail of the percentage split between funding partners.

Delivery mechanisms

In order to deliver the Area Action Plan Objectives, the Borough Council is committed to the following:

- The adoption of a planning-led approach;
- To work with public sector bodies to ensure co-ordinated funding of key projects;
- To bring forward key sites in Wigston and Oadby within the Borough Council's ownership;
- To work in partnership with private landowners and developers to deliver the best schemes possible on all of the opportunity sites identified in each centre;
- When justified and deemed necessary, to use our Compulsory Purchase powers to bring forward development opportunities in accordance with the Area Action Plan; and,
- To secure developer contributions towards improvements to the town centres and where necessary, to deliver the infrastructure required supporting such development.

Phasing

In Wigston town centre, the Area Action Plan requires the completion of the Burgess Junction MSCP prior to the loss of any existing car parking at Paddock Street. Unless as part of any



redevelopment proposal(s) a comprehensive parking management strategy can be put in place prior to the commencement of development that sets out suitable alternative option(s) to ensure that an equivalent amount of car parking spaces are made available to support the town centre during the construction phase and after completion of the scheme(s). In Oadby town centre, as part of any redevelopment proposal(s) a comprehensive parking management strategy will be required to be put in place prior to the commencement of development to ensure that an equivalent amount of car parking spaces are made available to support the town centre during the construction phase and after completion of the scheme(s).

Delivery Strategy for Infrastructure

Infrastructure requirements	Site ID	Opportunity site/sites likely to contribute	Funding and Delivery Partners	Indicative timescale for development	Delivery cost (approx)	Implementation Mechanism	Risk	Flexibility
Wigston								
Paddock Street / Bull Head Street junction improvements	1	Long Lanes	OWBC LCC Developer	Phase 1	£160k	For the successful delivery of Long Lanes, it is essential to implement a two-way junction in this location.	Delivery of this junction alteration must tie in with the development proposed on Paddock Street.	There is little flexibility on the delivery of this junction alteration.
Junction Road multi-storey car park	2	Burgess Junction Chapel Mill	OWBC Landowners Developer	Phase 1 / 2	Included within overall build costs of £32.6m	This will need to be delivered as an integral part of the wider development of this site, potentially as part of a larger commercial joint venture such as a multi-storey car park / office development proposal.	Not attracting a suitable development partner and / or funding.	Delivery as part of a wider scheme and therefore dependent upon the timescales of that. Content, size and design of a proposal scheme.
Leicester Road northbound highway alterations to create new off road bus lay-by and upgrade bus shelter	3	Burgess Junction Chapel Mill	OWBC LCC Developer	Phase 1 / 2	Included within overall public realm costs of £4.5m	This will need to be delivered as an integral part of the wider development of nearby sites and the public realm scheme for the town.	Not attracting a suitable development partner and / or funding.	Delivery as part of wider schemes and therefore dependent upon the timescales of that.
Leicester Road raised speed table	4	Burgess Junction Chapel Mill	OWBC Landowners Developer	Phase 1 / 2	Included within overall public realm costs of £4.5m	This will need to be delivered as an integral part of the wider development of nearby sites and the public realm scheme for the town.	Not attracting a suitable development partner and / or funding.	Delivery as part of wider schemes and therefore dependent upon the timescales of that.



Designated cycle parking on Bell Street / Bull Head Street	5	Chapel Mill	OWBC LCC Developer	Phase 1 / 2	Included within overall public realm costs of £4.5m	Strategically placed cycle parking to discourage unauthorised reduce cycling in pedestrianised areas / to provide sufficient facilities to encourage sustainable modes of transport to local residents visiting Wigston.	Not attracting a suitable development partner and / or funding.	Delivery as part of wider schemes and therefore dependent upon the timescales of that.
Bus shelter improvements on Long Street	6	Chapel Mill	OWBC LCC Bus Companies Developer	Phase 1 / 2	Included within overall public realm costs of £4.5m	The Borough Council is to work with partners to deliver highway improvements and bus companies have shown a strong level of support for this. Potential opportunity for Borough Council to explore Commercial Advertising Partnerships.	No significant risks identified	Actual facilities provided and timescales can be flexible to match specific development proposals. Any solutions to possibly tie in with larger package or public realm upgrade options.
Bus shelter improvements on Paddock Street	7	Paddock Street	OWBC LCC Bus Companies Developer	Phase 1 / 2	Included within overall public realm costs of £4.5m	The Borough Council will work with partners to deliver highway improvements and bus companies have shown a strong level of support for this. Potential opportunity for Borough Council to explore Commercial Advertising Partnerships.	No significant risks identified	Actual facilities provided and timescales can be flexible to match specific development proposals. Any solutions to possibly tie in with larger package or public realm upgrade options.
Extension of existing Primary schools to accommodate growth		Paddock Street Direction for Growth	Developer LCC OWBC	Phase 1 / 2	In accordance with Developer Contributions SPD	To ensure sufficient and suitable provision for growth in pupils as a result of residential development.	Limited.	Delivery as part of the overall strategy for Wigston and therefore timing flexible based upon delivery of schemes.



Extension of existing Secondary school to accommodate growth		Paddock Street Direction for Growth	Developer LCC OWBC	Phase 1 / 2	In accordance with Developer Contributions SPD	To ensure sufficient and suitable provision for growth in pupils as a result of residential development.	Limited.	Delivery as part of the overall strategy for Wigston and therefore timing flexible based upon delivery of schemes.
Public Transport facility on Bull Head Street	8	Burgess Junction Chapel Mill Paddock Street	OWBC LCC Bus Companies Developer	Phase 1 / 2 / 3	Included within overall build costs of £32.6m	Discussions have taken place with bus operators who have shown interest in this proposal which would give them opportunities for the routing of bus services in the future and connect the Direction for Growth to Wigston town centre and Leicester city centre. Ambition to establish a Bus Quality Partnership with public transport providers, LCC and OWBC.	Lack of support from public transport operators.	The scale / facilities provided within the facility can be varied depending on the level of funding / support towards it.
Leicester Road / Welford Road / Moat Street / Newton Lane junction improvements		Burgess Junction Chapel Mill Paddock Street Direction for Growth	OWBC LCC Developer	Phase 1 / 2 / 3	To be considered in the Allocations DPD as set out in the Core Strategy	Improvements to this junction will improve traffic flows and reduce congestion in the town centre. This junction improvement is needed to aide the connection of the Direction for Growth with Wigston town centre, and beyond.	Not attracting a suitable development partner and / or funding.	Delivery as part of a wider scheme and therefore dependent upon the timescales of that. The delivery of the Direction for Growth will also play a significant factor in the delivery of this particular junction improvement.
Station Road / Long Street / Moat Street junction improvements		Burgess Junction Chapel Mill Paddock Street Direction for Growth	OWBC LCC Developer	Phase 1 / 2 / 3	£130k	Improvements to this junction will improve traffic flows and reduce congestion in the town centre. This junction improvement is needed to aide the connection of the Direction for Growth with Wigston town centre, and beyond.	Not attracting a suitable development partner and / or funding.	Delivery as part of a wider scheme and therefore dependent upon the timescales of that. The delivery of the Direction for Growth may also play a significant factor in the delivery of this particular junction improvement.



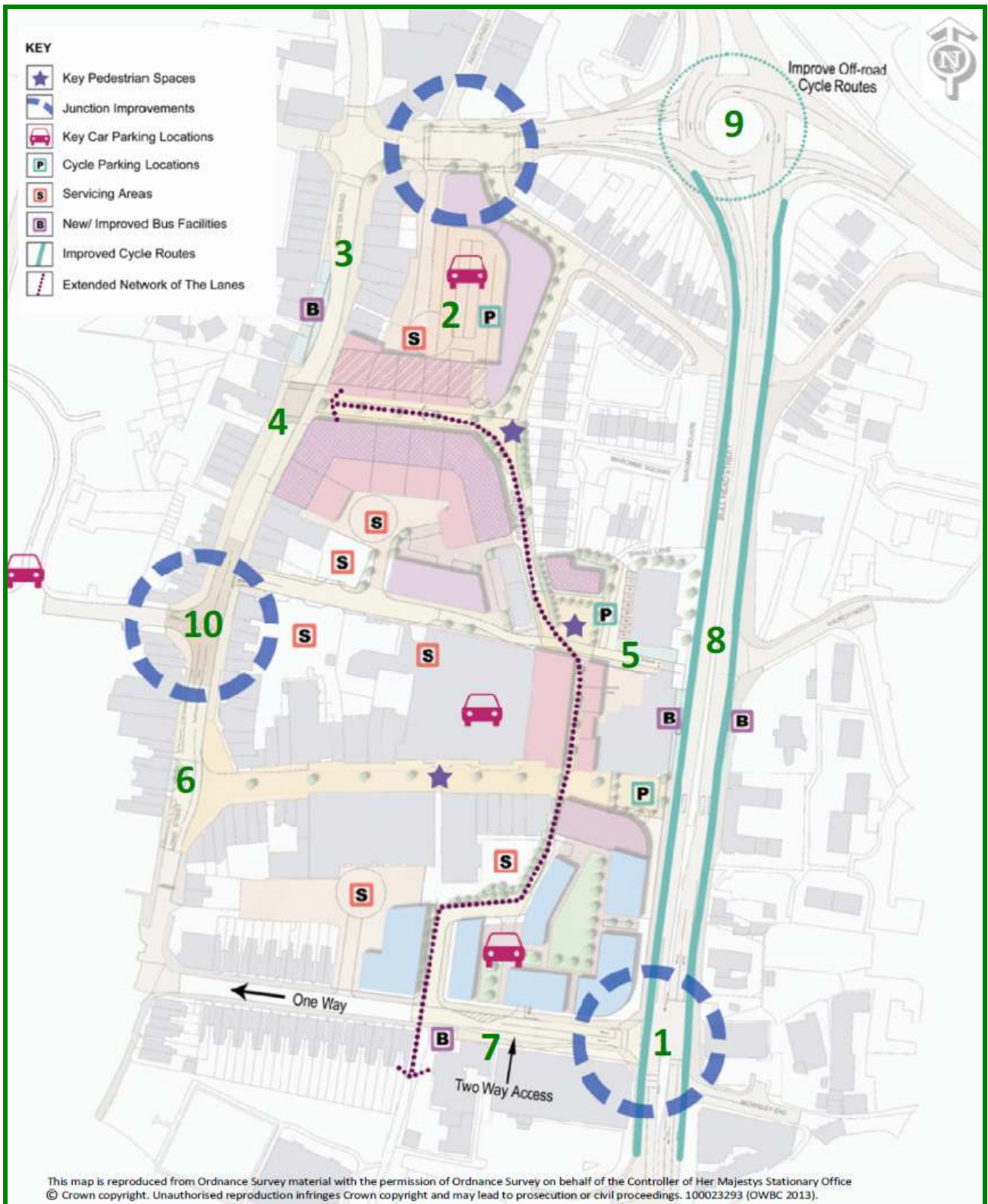
Bull Head Street Roundabout improvements	9	Burgess Junction Chapel Mill Paddock Street Direction for Growth	OWBC LCC Developer	Phase 1 / 2 / 3	£120k	This will need to be delivered as part of the overall strategy for Wigston to aide traffic flows in and around the town.	Not attracting a suitable development partner and funding.	Delivery as part of the overall strategy for Wigston and therefore timing flexible based upon funding made available.
Aylestone Lane / Leicester Road / Long Street / Frederick Street junction improvements	10	Burgess Junction Chapel Mill Paddock Street Direction for Growth	OWBC LCC Developer	Phase 1 / 2 / 3	Included within overall public realm costs of £4.5m	Improvements to this junction will improve traffic flows and reduce congestion in the town centre.	Not attracting a suitable development partner and funding.	Delivery as part of a wider scheme and therefore dependent upon the timescales of that.
Upgrading of town centre signage		Burgess Junction Chapel Mill Paddock Street	OWBC LCC Developer	Phase 1 / 2 / 3	Included within overall public realm costs of £4.5m	Creation of a comprehensive pedestrian network throughout the town, for example, through the enhancement of 'The Lanes' link from north to south should be aided through the delivery of clear signage in accordance with the Borough Council's Public Realm Strategy.	No risk.	Delivery as part of the overall strategy for Wigston and therefore timing flexible based upon funding made available.
Wigston town centre public realm improvements		Burgess Junction Chapel Mill Paddock Street Direction for Growth	OWBC LCC Developer	Phase 1 / 2 / 3	£4.5m	Delivery in accordance with the Borough Council's Public Realm Strategy.	Not attracting a suitable development partner and / or funding.	Delivery as part of the overall strategy for Wigston and therefore timing flexible based upon funding made available.
Health Centre		Paddock Street Direction for Growth	Developer OWBC PCT GP's	Phase 1 / 2 / 3	Included within overall build costs of £32.6m	To ensure sufficient and suitable provision for growth in population as a result of residential development.	Limited.	Likely to be a privately funded and therefore flexible based upon delivery of scheme.



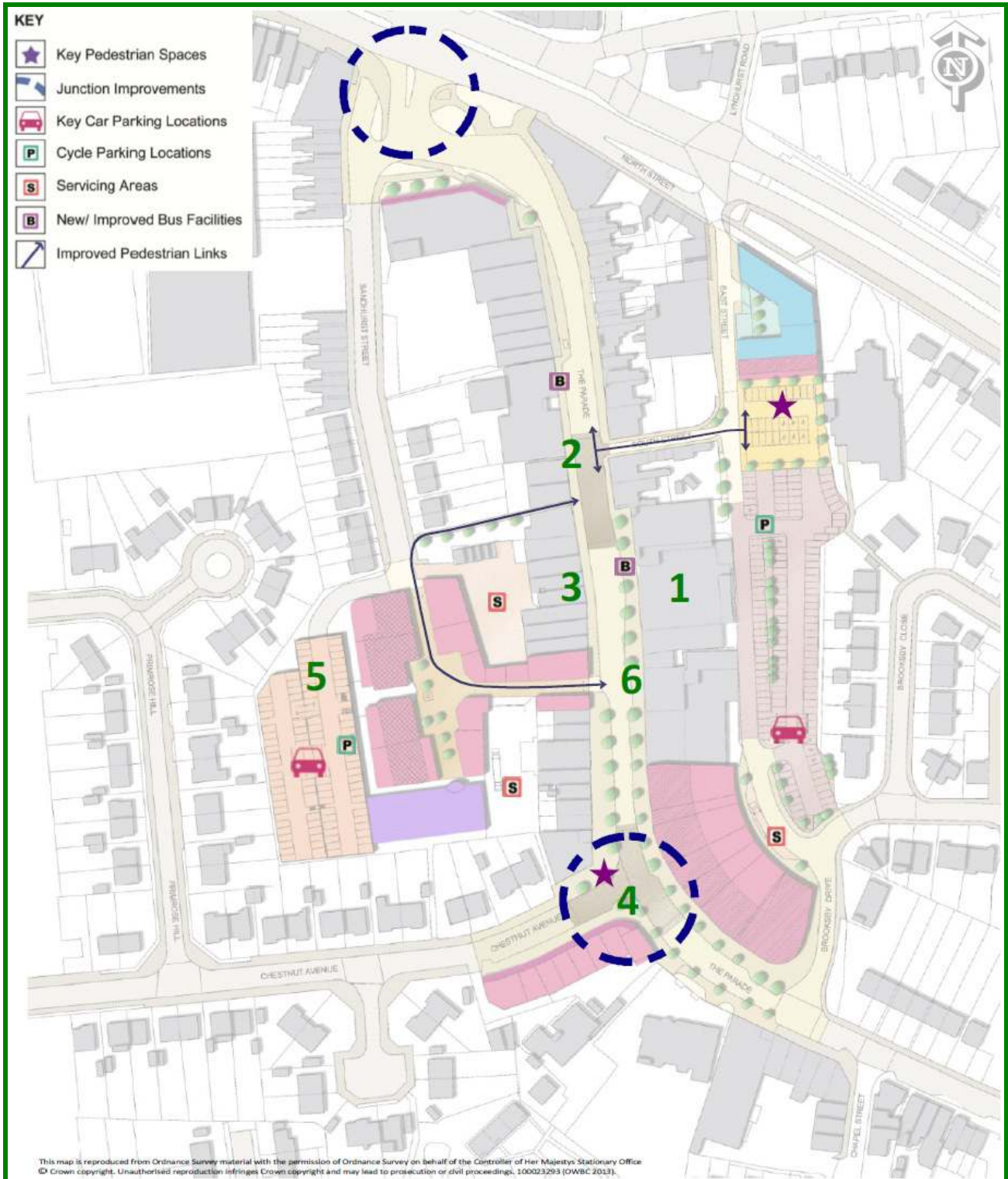
Infrastructure requirements	Site ID	Opportunity site/sites likely to contribute	Funding and Delivery Partners	Indicative timescale for development	Delivery cost (approx)	Implementation Mechanism	Risk	Flexibility
Oadby								
East Street Car Park refurbishment	1	Brooksby	OWBC	Phase 1 / 2 / 3	To be determined by Council's programmed maintenance costs	This will be delivered by the Council as part of the Council regular maintenance regime of car parks	Impact of cuts to Council's budgets but the extended phasing period mitigates against this	Extended phasing period
South Street / The Parade raised speed tables	2	Brooksby Square	OWBC LCC Developer	Phase 1 / 2	Included within overall public realm costs of £2.6m	This will need to be delivered as an integral part of the wider development of nearby sites and the public realm scheme for the town.	Not attracting a suitable development partner and funding.	Delivery as part of a wider scheme and therefore dependent upon the timescales of that.
Bus shelter improvements on The Parade	3	Brooksby Square Baxter's Place	OWBC LCC Bus Companies Developer	Phase 1 / 2	Included within overall public realm costs of £2.6m	The Borough Council will work with partners to deliver highway improvements Potential opportunity for Borough Council to explore Commercial Advertising Partnerships.	No risks identified.	Actual facilities provided and timescales can be flexible to match specific development proposals. Any solutions to possibly tie in with larger package or public realm upgrade options.
The Parade / Chestnut Avenue raised speed tables	4	Brooksby Baxter's Place	OWBC LCC Developer	Phase 2 / 3	Included within overall public realm costs of £2.6m	This will need to be delivered as an integral part of the wider development of nearby sites and the public realm scheme for the town.	Not attracting a suitable development partner and / or funding.	Delivery as part of a wider scheme and therefore dependent upon the timescales of that.
Baxter's Place half sunk decked car park	5	Baxter's Place	OWBC Developer	Phase 2 / 3	Included within overall build costs of £14.5m	This will need to be delivered as an integral part of the wider development of this site.	Not attracting a suitable development partner and / or funding.	Delivery as part of a wider scheme and therefore dependent upon the timescales of that.



Designated cycle parking on The Parade	6	Brooksby Baxter's Place	OWBC LCC Developer	Phase 1 / 2 / 3	Included within overall public realm costs of £2.6m	Strategically placed cycle parking to discourage unauthorised cycling in pedestrianised areas / to provide sufficient facilities to encourage sustainable modes of transport to local residents visiting Oadby.	Not attracting a suitable development partner and / or funding.	Delivery as part of a wider scheme and therefore dependent upon the timescales of that.
Upgrading of town centre signage		Brooksby Baxter's Place	OWBC LCC Developer	Phase 1 / 2 / 3	Included within overall public realm costs of £2.6m	Creation of a comprehensive pedestrian network throughout the town should be aided through the delivery of clear signage in accordance with the Borough Council's Public Realm Strategy.	No risk.	Delivery as part of the overall strategy for Oadby and therefore timing flexible based upon funding made available.
Oadby town centre public realm improvements		Brooksby Baxter's Place The Parade	OWBC LCC Developer	Phase 1 / 2 / 3	£2.6m	Delivery in accordance with the Borough Council's Public Realm Strategy.	Not attracting a suitable development partner and / or funding.	Delivery as part of the overall strategy for Oadby and therefore timing flexible based upon funding made available.
Extension of existing Primary school to accommodate growth		East Street The Oadby Centre Chestnut Avenue	Developer LCC OWBC	Phase 1 / 2 / 3	In accordance with Developer Contributions SPD	To ensure sufficient and suitable provision for growth in pupils as a result of residential development.	Limited.	Delivery as part of the overall strategy for Oadby and therefore timing flexible based upon delivery of schemes.
Extension of existing Secondary school to accommodate growth		Brooksby Square The Oadby Centre Chestnut Avenue	Developer LCC OWBC	Phase 1 / 2 / 3	In accordance with Developer Contributions SPD	To ensure sufficient and suitable provision for growth in pupils as a result of residential development.	Limited.	Delivery as part of the overall strategy for Oadby and therefore timing flexible based upon delivery of schemes.



Wigston Town Centre Infrastructure Plan Site ID references



Oadby Town Centre Infrastructure Plan Site ID references



Appendix E

Schedule of Superseded Saved Local Plan Policies



Area Action Plan Policy	Saved Local Plan Policy superseded within the Area Action Plan Boundary	Saved Local Plan Policy still in effect outside of the Area Action Plan Boundary
1, 2, 3, 15, 16, 17,19, 20, 21	Shopping Proposal 3	Shopping Proposal 3
1, 4	Shopping Proposal 4	Shopping Proposal 4
1, 3, 4	Shopping Proposal 5	Shopping Proposal 5
1, 3, 4	Shopping Proposal 5	Shopping Proposal 5
1, 3, 4	Shopping Proposal 6	Shopping Proposal 6
1, 3	Shopping Proposal 6	Shopping Proposal 6
1, 3	Shopping Proposal 7	n/a
1, 3, 4, 10	Shopping Proposal 8	n/a
1, 5, 6, 10	Shopping Proposal 9	Shopping Proposal 9
1, 9	Shopping Proposal 10	Shopping Proposal 10
1, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22	Shopping Proposal 11	Shopping Proposal 11
1, 12, 13, 14	Shopping Proposal 12	n/a
1, 12, 13, 18, 21	Shopping Proposal 13	n/a
1, 12, 13, 18, 19, 20, 21, 22	Shopping Proposal 14	n/a
1, 7	Shopping Proposal 16	Shopping Proposal 16
1, 8	Shopping Proposal 17	Shopping Proposal 17
1, 5, 6	Shopping Proposal 18	Shopping Proposal 18



Appendix F

Glossary of Terms



- A1 uses** Shops - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.
- A2 uses** Financial and professional services - Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies and betting offices.
- A3 uses** Restaurants and cafés - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.
- A4 uses** Drinking establishments - Public houses, wine bars or other drinking establishments (but not night clubs).
- A5 uses** Hot food takeaways - For the sale of hot food for consumption off the premises.
- B1 uses** Business - Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.
- D1 uses** Non-residential institutions - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.
- D2 uses** Assembly and leisure - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).
- Sui Generis** Certain uses that do not fall within any other use class category are considered 'Sui Generis'. Such include: theatres, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos.
- Affordable housing** Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices; include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.



Allocations Development Plan Document

The Allocations Development Plan Document is a key document that will identify land for uses such as: housing; employment; community facilities; mixed use (e.g. a combination of the above); tourism, open space and recreation; town / district / local shopping centres; and, other land uses. The sites that are identified through the Allocations Development Plan Document must be in line with the principles of the Core Strategy and will reflect the allocations made in this Area Action Plan.

Annual Monitoring Report

The annual monitoring report will assess the implementation of the local development scheme and the extent to which policies in local development documents are being successfully implemented. It forms part of the local development framework.

Application Stage

Stage at which a planning application is submitted to the Local Planning Authority for approval.

Area Action Plan

Provides the planning framework for areas of change or conservation.

Area Action Plan Boundary

The boundary to which this Area Action Plan document is relevant. It follows the town centre boundary as set out in the former Local Plan as adopted in October 1999.

Bus Quality Partnership

The Central Leicestershire Quality Bus Partnership consists of Leicester City Council, Leicestershire County Council, Arriva, First and Kinchbus. The Partnership is an informal Body which aims to plan, facilitate and deliver improvements to bus services and bus service facilities in Central Leicestershire. It meets regularly to review matters of common interest and discuss ways in which bus services can be improved. These may include items such as publicity, bus priorities and traffic management issues.

Catchment

The geographical area from which a retail destination draws its trade.

Code for Sustainable Homes

The Code for Sustainable Homes (CSH) is a national environmental assessment method for rating and certifying the performance and sustainability of new homes, covering a range of categories of sustainable design. The Code applies a 1 to 6 rating system, with Code 6 being the most sustainable.

Commercial floorspace

Floorspace dominated by office use but for the purposes of this Area Action Plan, may include other uses as identified in policy or its explanation such as health uses.

Community

A specific group of people who all hold something in common. Community has tended to be associated with two key aspects: firstly people who share locality or geographical place; secondly people who are communities of interest.

Community engagement

The process of working collaboratively with and through groups of people affiliated by geographic proximity, special interest, or similar situations to address issues affecting the well being of those people.



Community Facility	A community facility is a facility that is open to and provided for the benefit of the general public.
Community infrastructure	The infrastructure needed to make a development 'fit for purpose'. In the context of this Area Action Plan, the provision of new roads, public transport infrastructure, car parking, cycle facilities, signage, and educational facilities would all be examples.
Compulsory Purchase Order	An order issued by government or a local authority to acquire land or buildings for public interest purposes. For example, the redevelopment of certain brownfield sites.
Condition (attached to a planning permission)	Requirements attached to a planning permission to limit or direct the manner in which development is carried out.
Conservation Area	An area of special architectural or historic interest identified by the Local Planning Authority under the Planning (Listed Buildings & Conservation Areas) Act 1990. There is a statutory duty to preserve or enhance the character or appearance of such areas.
Conservation Areas Supplementary Planning Document	Provides policy guidance to ensure that the character and appearance of the Conservation Area will be maintained through effective management.
'Core' of the town	The area in the retail and commercial centre of the town which usually comprises the primary and secondary frontages.
Core Strategy	A development plan document that sets out the long term vision (10+ years) for a local planning authority area, the strategic objectives, and the strategic planning policies needed to deliver that vision.
Defined Frontage	Primary or secondary frontage which is shown on the proposals maps.
Delivery Strategy	This document forms part of the evidence base to this Area Action Plan.
Developer contributions	Often referred to as Section 106 obligations, are a means of ensuring that developers contribute towards the infrastructure and services needed to make proposed developments acceptable in land use planning terms. Contributions may be financial payments or in direct works.
Developer Contributions Supplementary Planning Document	Will provide further guidance on developer contributions, supplementing the Core Strategy. It will be produced by the Borough Council.



Development Plan Documents (DPD)	Spatial planning documents that are subject to independent examination, and together with Supplementary Planning Documents, will form the development plan for a local authority area for the purposes of the Act. They can include a Core Strategy, site specific allocations of land, and area action plans (where needed). Other Development Plan Documents, including generic development control policies, can be produced. Individual development plan documents or parts of a document can be reviewed independently from other development plan documents. Each authority must set out the programme for preparing its development plan documents in the Local Development Scheme.
Direction for Growth	This area will form an extension to the Leicester Principal Urban Area to accommodate the appropriate level of growth needed within the Borough that cannot be located within established centres.
Elevations	The facade, face or side of a building.
Evidence base	Information gathered by the Local Planning Authority to support preparation of local development documents. It includes quantitative and qualitative data.
Faith Community Profile and Places of Worship Needs Assessment (December 2008)	Comprehensive profile of the Borough's Faith Communities and provide a needs assessment in relation to places of worship and associated facilities. This forms part of the evidence base to this Area Action Plan.
Financial viability considerations	Financial considerations taken into consideration in the determination of planning applications, especially when considering Section 106 agreements.
Footfall	The numbers and movements of people. It can provide an indicator of the commercial health of a shopping centre, whilst also informing potential businesses of the likely level of passing trade.
Frontage or block of uses	Frontages and blocks (groups of buildings within those frontages), are defined on the proposals maps.
Gateway locations (on strategy plans and proposals maps)	Entrance points to an area.
Gateway Site	Sites located in a gateway location.
Hierarchy of centres	A classification of retail centres based on an understanding of role and relationship of those centres. This is identified in the Core Strategy (Figure 7), from local centres, district centres (e.g. Oadby) to town centres (e.g. Wigston).



Impact assessment	An assessment undertaken for an application for retail use on the impact of the proposal on the vitality and viability of existing centres within the catchment area of the proposed development. The assessment includes the likely cumulative effect of recent permissions, developments under construction and completed developments.
Inclusive design	Removing barriers that create undue effort, separation or special treatment, enabling everyone to participate equally in mainstream activities independently, with choice and dignity. Inclusive design creates an environment where everyone can access and benefit from the full range of opportunities available to members of society.
Infrastructure requirements	Essential infrastructure (road, schools, health centre, parks, community centre, cemetery etc) required to support the growth of the Borough (outlined in the Local Infrastructure Plan and Appendix 2 of Core Strategy).
Interventions	Decisions and actions, and for the purposes of this Area Action Plan, usually undertaken by the Borough Council or its partners.
Issues and Options	Issues and Options is the first stage of preparing an Area Action Plan. This stage sets out a summary of the baseline review and the options for the future of the towns.
Key stakeholders	These include the County Council, Environment Agency, public transport providers, community groups etc. There relevant levels of involvement in the future will depend upon the development proposal being considered.
Knock-on developments	The positive impacts of development, for example sandwich shops supporting office development.
Landscape Character Assessment	Landscape Character Assessment is a process used to assist in planning and managing landscape change. Landscape refers to both natural features such as landform and water and those which are subject to human management processes such as hedges and woodlands. Landscape also includes man-made constructed features such as roads and buildings. The aim of landscape character therefore is to define areas with similar landscape character and attributes. This character can be used to inform planning decisions and to ensure that appropriate landscape management regimes are developed.
Leicester Principal Urban Area	The Leicester Principal Urban Area encompasses all the administrative area of Leicester City and parts of Blaby District, Charnwood Borough, Harborough District, Hinckley and Bosworth Borough and Oadby and Wigston Borough.
Leicestershire Sustainable Community Strategy	Identifies local priorities bringing together the three elements of sustainability – economic, social and environmental.



Local Area Agreements	Local Area Agreements set out the priorities for a local area agreed between central government and a local area (the local authority and Local Strategic Partnership) and other key partners at the local level.
Local Development Documents	Comprise of Development Plan Documents and Supplementary Planning Documents.
Local Development Framework	A Local Development Framework is a folder of Local Development Documents (LDDs) that outlines how planning will be managed in the area.
Local Infrastructure Plan	The Borough Council's Plan that sets out what infrastructure requirements relate to key developments in the Borough as set out in the Core Strategy and this Area Action Plan.
'Local Plan'	The predecessor to the Core Strategy in terms that it set out the planning policy framework for the Borough. Some policies have been saved and still apply. See Saved Local Plan.
Local Strategic Partnerships	Local Strategic Partnership is a single body that brings together at a local level the different parts of the public sector as well as the private, business, community and voluntary sectors so that different initiatives and services can support each other and work together. It provides a single overarching local co-ordination framework within which other partnerships can operate and is responsible for developing and driving the implementation of Community Strategies and Local Area Agreements).
Localism Bill	The Localism Bill will introduce some significant changes to the planning system and it was being progressed through Parliament at the time of finalising this Area Action Plan.
Manual for Streets II (a companion guide to Manual for Streets)	Manual for Streets II was published by the Chartered Institution of Highways and Transportation (CIHT) September 2010. It builds on the philosophies set out in Manual for Streets (relating to streets, roads and spaces) and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations.
Market-led redevelopment	Redevelopment projects which will be led by the market / private sector developers, with less inputs from the public sector.
Masterplans	Illustration of the Area Action Plan objectives, showing the appropriate quantum of development and how these uses could be developed.
Material Consideration	A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision.
Mezzanines	A low or partial storey between two main storeys.
Modern retail floorplates	Modern retailers have different trading requirements that tend to require more retail floorspace and less storage and 'back of house' space hence changing floorplate requirements.



National Planning Policy Framework

A single document, outlining government policies relating to planning topics. It will replace Planning Policy Statements and Guidance notes. Local authorities must take their contents into account in preparing their development plan documents. The guidance may also be relevant to decisions on individual planning applications and appeals.

Natural Surveillance

The discouragement to crime by the presence of passers-by, activity or the ability of people to be seen out of surrounding windows.

Off-site contributions

Where it is not deemed viable, particularly on smaller sites, to provide the necessary infrastructure within the development, it is permissible for the developer to support their provision 'off-site'. The Borough Council will be producing guidance in due course to aid the identification of what might be necessary and the scale of contribution.

Pedestrian circuit

Established and future walking routes around the town centres.

Planning and Compulsory Purchase Act 2004

The Act of Parliament that requires the preparation of Local Development Frameworks and Regional Spatial Strategies.

Planning Policy Guidance notes

Expressions of government policy on particular planning topics. The Government is replacing Planning Policy Guidance notes with Planning Policy Statements.

Planning Policy Statements

Planning Policy Statements are prepared by the Government, after public consultation, to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system. Local authorities must take their contents into account in preparing their development plan documents. The guidance may also be relevant to decisions on individual planning applications and appeals.

Preferred Options

This stage followed the Issues and Options Stage and sets out the preferred options for the future approach and planning policy direction for Oadby and Wigston town centres. It also outlines a proposed masterplan for the development of the core of the town centres, offering design and impact, as well as transport and delivery information.

Preferred Options Addendum

This stage followed the Preferred Options Stage. The Preferred Options Addendum Report should be read in association with the Preferred Options report. It sets out and justifies key areas of change resulting from the Preferred Options consultation and subsequent additional research.

Primary frontages

An area where retailing and the number of shops in a town centre is most concentrated. The primary frontages are illustrated in Appendix B.

Proposals Map

The component of a Local Development Framework that illustrates the location of proposals within the plan. In the case of this Area Action Plan. They are illustrated in Figure 4.4 (Wigston Proposals Map) and Figure 5.4 (Oadby Proposals Map).



Public Examination	An examination held by an Inspector, to consider if the development plan is sound.
Public realm	The space between and within buildings that is publicly accessible.
Public Realm Design Guide Supplementary Planning Document	Will provide further guidance on Public Realm Design, supplementing the Core Strategy.
Public Sector Intervention	Development projects / supporting projects, which will require public sector assistance, project management or funding.
Proposed Submission Version	The penultimate version of the Area Action Plan which will form the version that is submitted to the Secretary of State for independent examination, at which stage it will be known as the Submission Version.
Regional Spatial Strategy	Was prepared by the regional planning body, the East Midlands Regional Assembly. The objective of the Regional Spatial Strategy was to contribute to the achievement of sustainable development. The Regional Spatial Strategy, incorporated a Regional Transport Strategy which provided a broad development strategy for the region for a fifteen to twenty year period. It was formally revoked under Section 79 (6) of the Local Democracy, Economic Development and Construction Act 2009 on the 6 July 2010. However the evidence base that underpinned the Regional Plan is still valid.
Regulation 27 of Planning and Compulsory Purchase Act (as amended 2008)	Consultation procedures prior to a Development Plan Document being submitted to Secretary of State.
Renewable energy	Energy which comes from natural resources e.g. sun, wind, rain and geothermal.
Retail Circuit	Route of pedestrian flows around the town centre.
Saved Local Plan	Those Local Plan policies which are retained, until replaced by Local Development Framework documents and associated policies.
Secondary frontages	A retailing area, secondary to the primary shopping frontage, that provides greater opportunities for a diversity of uses. The secondary frontages are illustrated in Figure 4.3 (Wigston) and Figure 5.3 (Oadby).
Section 106 agreements	A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.



Section 278 agreements	A Section 278 Agreement allows developers to enter into a legal agreement with the Highway Authority to finance improvements / alterations to the highway (such as access into a site, new pedestrian crossing or improvements to an existing junction for example).
Section 38(6) of the Planning and Compulsory Purchase Act 2004	States that "If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".
Sequential Test	A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example town centre retail sites before out-of-centre sites.
'Significant proposals'	Those proposals that usually, will constitute a major application, for example implementing part of the masterplan as opposed to a single change of use development for a small unit.
Social Cohesion	The extent to which a community successfully integrates together.
Spatial Objectives	Spatial Objectives are set out in the Core Strategy. They focus on the key issues that need to be addressed to achieve the vision for the Borough.
Spatial Portrait	A snap-shot of the broad picture of the physical characteristics and current economic, environmental and social conditions.
Statement of Community Involvement	Sets out the standards which the planning authority intends to achieve in relation to involving the community in the preparation, alteration and continuing review of all local development documents and in significant development management decisions. It also sets out how the planning authority intends to achieve those standards. The statement of community involvement is not a development plan document but is subject to independent examination.
Strategic Housing Land Availability Assessment	Key component of the evidence base to support the delivery of sufficient land for housing to meet the community's need for more homes. These assessments are required by national planning policy, set out in Planning Policy Statement 3: Housing (June 2010). This document gives practical guidance on how to carry out an assessment to identify land for housing and assess the deliverability and developability of sites.
Strategic Housing Market Needs Assessment	Provides an overview of the local housing market and looks at both housing need and demand across all tenures and property sizes. This study is designed to underpin the development of affordable housing policies in a local authority area and helps to inform planning strategies on the level and type of affordable housing provision in the future.
Street furniture	Collective term for equipment installed on streets, including benches, lighting, bins, signage, bollards etc.



Streetscene	The environment that one experiences and sees when moving along streets and public spaces.
Supplementary Planning Documents (SPDs)	Cover a wide range of issues on which the planning authority wishes to provide policy guidance to supplement the policies and proposals in development plan documents. They are not subject to independent examination.
Sustainable Community Strategy	Local authorities are required by the Local Government Act 2000 to prepare these, with the aim of improving the social, environmental and economic well-being of their areas. Through the community strategy, authorities are expected to co-ordinate the actions of local public, private, voluntary and community sectors. Responsibility for producing sustainable community strategies rests with Local Strategic Partnerships, which include local authority representatives.
Sustainable development	Is a pattern of resource use that aims to meet human needs while preserving the environment so that these needs can be met not only in the present, but also for future generations. Sustainable development has become the core principle underpinning the planning process.
Sustainable Drainage Systems	Sustainable drainage Systems seek to mimic nature by, typically, managing rainfall close to where it falls and controlling the flow of surface water. They seek to reduce the impact of urban development on surface water run off using sustainable methods.
Targets	A desired goal which identifies the scale of change resulting from policy actions over a specific time period; for example, the number of new homes to be built by a set date.
Tenure	Home ownership options.
Town Centre Boundary	Defined area of the town centre.
Townscape	Appearance and character of a town or part of a town.
Traffic Regulation Orders	Legal documents which allow Local Authorities and / or the Police to enforce various restrictions designed to control or restrict the movement or waiting of traffic on any road which is open to traffic, including public highways. Examples of these can include speed limits, parking restrictions (single and double yellow lines), weight restrictions, one way streets, no right/left turns and loading bays.
Transport Interventions	Areas in which transport (including highways, public transport and pedestrian facilities links) requires improvement.
Wayfinding	Elements of buildings and streets which help people navigate their way round.



Windfall developments

Proposals for housing development that have not been planned for, allocated in Development Plan Documents, or identified in evidence base documents, such as the Strategic Housing Land Availability Assessment.

Appendix G:

Monitoring Framework

Monitoring can indicate where further action may be required, particularly where implementation is dependent on partnership working. Effective monitoring is an essential component in achieving sustainable development and communities. The indicators and targets used to monitor the Town Centres Area Action Plan will be reported upon within the Annual Monitoring Report. The Annual Monitoring Report will also be the process through which targets and indicators will be kept up to date. Therefore, the most up to date Annual Monitoring Report should be read in conjunction with this Appendix.



Wigston. Phase 1 – 2001 – 2016. Phase 2 – 2016 – 2021. Phase 3 – 2021 - 2026				
Objective	Policies	Target	Phasing	Monitoring indicator
To establish a distinct and sustainable role for Wigston by encouraging the growth of the town's retail, office and civic function within the Borough.	1,12, 13, 14, 15, 16	<ul style="list-style-type: none"> • 11,800 sqm retail floorspace • 11,000 commercial floorspace including health centre • 150 residential units • Extending The Lanes • New and improved public realm • New and improved public transport facilities • 500 car parking spaces 	Phase 1	<ul style="list-style-type: none"> • Completion of new multi storey car park • Commencement of Burgess Junction development scheme through development brief / tender / appointing development partner • Secure planning permission and completion of Long Lanes housing scheme
			Phase 2	<ul style="list-style-type: none"> • Achievement of planning permission for Burgess Junction • Issue development brief, commencement and completion of Chapel Mill development scheme.
			Phase 3	<ul style="list-style-type: none"> • Commence construction and completion of Burgess Junction scheme.
To encourage the growth of economic and social benefits for local people by providing service facilities within the town as well as new employment opportunities.	12, 13, 14, 15, 16	<ul style="list-style-type: none"> • 11,000 sqm commercial floorspace including health centre • 11,800sqm retail floorspace • 150 residential units 	Phase 1	<ul style="list-style-type: none"> • Commencement of Burgess Junction development scheme through development brief / tender / appointing development partner • Secure planning permission and completion of Long Lanes housing scheme
			Phase 2	<ul style="list-style-type: none"> • Achievement of planning permission for Burgess Junction • Issue development brief, commencement and completion of Chapel Mill scheme.
			Phase 1	<ul style="list-style-type: none"> • Commence construction and completion of Burgess Junction scheme.



<p>To improve and diversify the town centre offer by introducing a range of new and improved retail floorspace as well as commercial floorspace.</p>	<p>1,2,3,4,5,8, 12,13,14,15, 16</p>	<ul style="list-style-type: none"> • 11,800sqm retail floorspace • 11,000 sqm commercial floorspace including health centre • 500 car parking spaces • Primary Frontage Percentages in policy 2 	<p>Phase 1</p>	<ul style="list-style-type: none"> • Commencement of Burgess Junction development scheme through development brief / tender / appointing development partner • Maintain at least 70% of units within primary frontages and 90% on Bell street within A1 retail use (throughout plan period)
			<p>Phase 2</p>	<ul style="list-style-type: none"> • Achievement of planning permission for Burgess Junction • Issue development brief, commencement and completion of Chapel Mill scheme.
			<p>Phase 1</p>	<ul style="list-style-type: none"> • Commence construction and completion of Burgess Junction scheme.
<p>To provide a safe and legible town centre through well designed new development and improvements to existing environments and the extension of The Lanes forming a 'backbone' to the town's pedestrian network.</p>	<p>6,7,8,9,10,11 12,13,14,15, 16</p>	<ul style="list-style-type: none"> • Improved public realm on Bell Street • New public transport facilities on Bull Head Street 	<p>Phase 1</p>	<ul style="list-style-type: none"> • Completion of Public Realm Design Guide Supplementary Planning Document • Completion of public realm improvements to Bell Street • Extension of The Lanes from Paddock Street to Bell Street as part of Long Lanes scheme
			<p>Phase 2</p>	<ul style="list-style-type: none"> • Completion of Bull Head Street public transport improvements as part of Chapel Mill scheme • Extension of The Lanes through Chapel Mill Scheme
			<p>Phase 3</p>	<ul style="list-style-type: none"> • Full extension of The Lanes through completion of Burgess Junction scheme



<p>To achieve an attractive and accessible place to shop, live, work and visit by ensuring the highest standards of design and committing to the delivery of the regeneration of Wigston.</p>	<p>6,7,8,9,10,11 12,13,14,15, 16</p>	<ul style="list-style-type: none"> • 11,800sqm retail floorspace • 11,000sqm commercial floorspace including health centre • 150 residential units • Extending The Lanes • New and improved public realm • New and improved public transport facilities • 500 car parking spaces 	<p>Phase 1</p>	<ul style="list-style-type: none"> • Completion of new multi storey car park • Commencement of Burgess Junction development scheme through development brief / tender / appointing development partner • Secure planning permission and completion of Long Lanes housing scheme • Completion of Public Realm Design Guide Supplementary Planning Document • Completion of public realm improvements to Bell Street
			<p>Phase 2</p>	<ul style="list-style-type: none"> • Achievement of planning permission for Burgess Junction • Issue development brief, commencement and completion of Chapel Mill scheme.
			<p>Phase 1</p>	<ul style="list-style-type: none"> • Commence construction and completion of Burgess Junction scheme.
<p>To ensure that Wigston reflects high quality and inspirational design both through the planning process and by joint working with developers at the earliest stages of design development.</p>	<p>6,7,8,9,10,11 12,13,14,15, 16</p>	<ul style="list-style-type: none"> • 11,800sqm retail floorspace • 11,000 sqm commercial floorspace including health centre • 150 residential units • New and improved public realm 	<p>Phase 1</p>	<ul style="list-style-type: none"> • Completion of new multi storey car park • Commencement of Burgess Junction development scheme through development brief / tender / appointing development partner • Secure planning permission and completion of Long Lanes housing scheme • Completion of Public Realm Design Guide Supplementary Planning Document • Completion of public realm improvements to Bell Street



			Phase 2	<ul style="list-style-type: none">• Achievement of planning permission for Burgess Junction• Issue development brief, commencement and completion of Chapel Mill scheme.
			Phase 1	<ul style="list-style-type: none">• Commence construction and completion of Burgess Junction scheme.



Oadby. Phase 1 – 2001 – 2016. Phase 2 – 2016 – 2021. Phase 3 – 2021 - 2026				
Objective	Policies	Target	Phasing	Monitoring indicator
To establish a distinct and sustainable role for Oadby by encouraging the growth of independent retail within the town as well as leisure and community facilities.	1, 12, 17, 18, 19, 20, 21	<ul style="list-style-type: none"> • 2,300sqm commercial floorspace • 5,070sqm retail floorspace • 75 residential units • Improved public realm • Improved public transport facilities • 370 parking spaces • 1,275 sqm community use building • Primary Frontage percentages in policy 2 	Phase 1	<ul style="list-style-type: none"> • Delivery of public realm improvements along The Parade • Development brief / tender / developer appointments and completion of Brooksby Squarescheme
			Phase 2	<ul style="list-style-type: none"> • Issue development brief, tender and appoint development partner for Baxter’s Place scheme. • Achieve planning permission, commencement and complete Baxter’s Place
			Phase 3	<ul style="list-style-type: none"> • Work with landowners regarding The Oadby Centre and Chestnut Avenue
To encourage the growth of economic and social benefits for local people by encouraging development that responds to Oadby’s catchment and established needs.	12, 17,18,19, 20,21	<ul style="list-style-type: none"> • 2,300sqm commercial floorspace • 5,070sqm retail floorspace • 75 residential units • Improved public realm • Improved public transport facilities • 370 parking spaces • 1,275 sqm community use building 	Phase 1	<ul style="list-style-type: none"> • Completion of public realm improvements along The Parade • Development brief / tender / developer appointments and completion of Brooksby Squarescheme



			Phase 2	<ul style="list-style-type: none"> • Issue development brief, tender and appoint development partner for Baxter's Place scheme. • Achieve planning permission, commencement and complete Baxter's Place
			Phase 3	<ul style="list-style-type: none"> • Work with landowners regarding The Oadby Centre and Chestnut Avenue
To create a safe, distinctive and pedestrian friendly environment by maximising the opportunities presented by the existing highways and ensuring that the pedestrian is prioritised over the car.	6,7,8,9,10,11,12, 17, 18, 19, 20, 21	<ul style="list-style-type: none"> • 2,300sqm commercial floorspace • 5,070sqm retail floorspace • 75 residential units • Improved public realm • Improved public transport facilities • 370 parking spaces • 1,275 sqm community use building 	Phase 1	<ul style="list-style-type: none"> • Completion of the Public Realm Design Guide Supplementary Planning Document • Completion of public realm improvements to The Parade • Development brief / tender / developer appointment and completion of Brooksby Squarescheme
			Phase 2	<ul style="list-style-type: none"> • Issue development brief, tender and appoint development partner for Baxter's Place scheme. • Achieve planning permission, commencement and complete Baxter's Place
			Phase 3	<ul style="list-style-type: none"> • Work with landowners regarding The Oadby Centre and Chestnut Avenue



<p>To achieve an attractive and accessible place to shop, live and work through ensuring the highest standards of design and committing to the regeneration of Oadby.</p>	<p>6,7,8,9,10,11 12, 17, 18, 19, 20, 21</p>	<ul style="list-style-type: none"> • 2,300sqm commercial floorspace • 5,070sqm retail floorspace • 75 residential units • Improved public realm • Improved public transport facilities • 370 parking spaces • 1,275 sqm community use building 	<p>Phase 1</p>	<ul style="list-style-type: none"> • Completion of the Public Realm Design Guide Supplementary Planning Document • Completion of public realm improvements to The Parade • Development brief / tender / developer appointments and completion of Brooksby Squarescheme
			<p>Phase 2</p>	<ul style="list-style-type: none"> • Issue development brief, tender and appoint development partner for Baxter's Place scheme. • Achieve planning permission, commencement and complete Baxter's Place
			<p>Phase 3</p>	<ul style="list-style-type: none"> • Work with landowners regarding The Oadby Centre and Chestnut Avenue
<p>To use the planning system and joint working with developers throughout the development process to deliver high quality and inspirational design in Oadby town centre.</p>	<p>6,7,8,9,10,11 12, 17, 18, 19, 20, 21</p>	<ul style="list-style-type: none"> • 2,300sqm commercial floorspace • 5,070sqm retail floorspace • 75 residential units • Improved public realm • Improved public transport facilities • 370 parking spaces • 1,275 sqm community use building 	<p>Phase 1</p>	<ul style="list-style-type: none"> • Completion of the Public Realm Design Guide Supplementary Planning Document • Completion of public realm improvements to The Parade • Development brief / tender / developer appointment and completion of Brooksby Squarescheme
			<p>Phase 2</p>	<ul style="list-style-type: none"> • Issue development brief, tender and appoint development partner for Baxter's Place scheme. • Achieve planning permission, commencement and complete Baxter's Place



			Phase 3	<ul style="list-style-type: none"> • Work with landowners regarding The Oadby Centre and Chestnut Avenue
To link the town, physically and economically, to its catchment by providing for its needs and improving pedestrian linkages towards the centre.	1, 12, 17, 18, 19, 20, 21	<ul style="list-style-type: none"> • 2,300sqm commercial floorspace • 5,070sqm retail floorspace • 75 residential units • Improved public realm • Improved public transport facilities • 370 parking spaces • 1,275 sqm community use building 	Phase 1	<ul style="list-style-type: none"> • Completion of public realm improvements to The Parade • Development brief / tender / developer appointment and completion of Brooksby Squarescheme
			Phase 2	<ul style="list-style-type: none"> • Issue development brief, tender and appoint development partner for Baxter's Place scheme. • Achieve planning permission, commencement and complete Baxter's Place
			Phase 3	<ul style="list-style-type: none"> • Work with landowners regarding The Oadby Centre and Chestnut Avenue

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