



Appendix 2:

Infrastructure Plan





Appendix 2: Infrastructure Plan

| Infrastructure required | Essential (committed / non-committed) | Cost | Phasing | Responsibility for delivery | Possible funding sources including existing commitments |
|--|---------------------------------------|--|---|-------------------------------|---|
| Oadby | | | | | |
| Iliffe Park Refurbishment | Essential (committed) | £70,000 | 2009 – 2010 | OWBC | Playbuilder Grant Funding Oadby Forum Big Lottery |
| Sandhurst Street, PAL International site, 8 affordable units | Essential (committed) | TBC | 2009 – 2010 | Waterloo Housing Group | Developer Contributions |
| New Inn Pub, London Road, 12 affordable houses | Essential (committed) | TBC | 2009 – 2010 | Riverside Housing | Homes and Communities Agency funding Developer contributions |
| Churchill Close garage block, 20 affordable units | Essential (committed) | TBC | 2009 – 2010 | OWBC | Homes and Communities Agency funding Developer contributions |
| Sure Start Children's Centre, (location to be confirmed) | Essential (committed) | £250,000 | 2009 – 2010 | Leicestershire County Council | Sure Start Capital Grant |
| New Cemetery | Essential (non-committed) | TBC | 2006 – 2026 | OWBC | OWBC Developer contributions |
| Replacement Surgery for existing Practice* | Essential (non-committed) | Recurrent costs estimated at £130,000 per year | Site not yet identified so timing difficult to estimate | Practice / developer | PCT / Practice / other developments on site – to be explored. Some PCT financial commitment some time ago but may be insufficient to meet current needs |



| | | | | | |
|--|---------------------------|---|---|--|---|
| Extension of existing Primary School to accommodate growth | Essential (non-committed) | £1,300,000 | 2006 – 2026 | OWBC Leicestershire County Council | Developer contributions |
| Extension of existing Secondary school to accommodate growth | Essential (non-committed) | £1,700,000 | 2006 – 2026 | OWBC Leicestershire County Council | Developer Contributions |
| Wigston | | | | | |
| Two Steeples Mews, 16 affordable units | Essential (committed) | £1,500,000 | 2008 – 2009 | Nottingham Communities Housing Association | Housing Corporation Grant Funding £200,000 Developer contributions |
| Ecobs Garden Centre, Horsewell Lane, 27 affordable units | Essential (committed) | £4,000,000 | 2009 – 2010 | Waterloo Housing Group | Homes and Communities Agency funding Developer contributions |
| Wigston Fields Community Centre | Essential (committed) | £543,000 | 2009 – 2010 | OWBC Leicestershire County Council | OWBC |
| Willow Place, off Long Street, 6 affordable units | Essential (committed) | TBC | 2010 | Waterloo Housing Group | Homes and Communities Agency funding Developer contributions |
| Replacement Surgery for 4 existing practices* | Essential (non-committed) | Recurrent costs estimated £300,000 per year | Site not yet identified so timing difficult to estimate | Practice / developer | Homes and Communities Agency funding Developer contributions |





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|---|---------------------------|---|---|---|---|
| Bull Head Street Transport Interchange | Essential (non-committed) | TBC | TBC | TBC | TBC |
| South Wigston | | | | | |
| South Leicestershire College, Canal Street | Essential (committed) | £40,000,000 | 2008 – 2010 | South Leicestershire College | Learning and Skills Council South Leicestershire College |
| Development of Bobbin Factory on Canal Street to include children's centre, youth centre and adult facilities and office space over four floors | Essential (committed) | £2,000,000 | 2009 – 2011 | South Leicestershire College OWBC Leicestershire County Council | South Leicestershire College Leicestershire County Council OWBC East Midlands Development Agency |
| Replacement surgery for existing practice* | Essential (non-committed) | Recurrent costs estimated £130,000 per year | Site identified – should approval be given could be completed year 2012 | Practice / developer | PCT / Practice / Developer of other developments on site – to be explored. no commitments to date |
| Leicester Principal Urban Area / Borough Wide Infrastructure | | | | | |
| PCT 8 to 8 Centre* | Essential (committed) | Recurrent approx £60,000 per year plus capital costs for conversion | 2009 – 2010 | 8 to 8 Provider | 8 to 8 Provider |
| Waste management for new developments, dependent upon their nature and size. | Essential (non-committed) | £48.95 per additional dwelling as of 1st April 2009 | 2009 – 2026 | Leicestershire County Council | Leicestershire County Council Developer contributions |
| Public transport links between Oadby and Wigston | Essential (non-committed) | TBC | TBC | Leicestershire County Council OWBC | Leicestershire County Council Developer Contributions |



Wigston Direction for Growth

| | | | | | |
|--|---------------------------|-----|-------------|---------------------------------------|--|
| New Primary Sub-Station | Essential (non-committed) | TBC | 2017 – 2026 | Central Networks Developer | Central Networks Developer contributions |
| Community / Youth Centre | Essential (non-committed) | TBC | 2017 – 2026 | OWBC | OWBC Developer contributions |
| Water provision / sewerage contingency | Essential (non-committed) | TBC | 2017 – 2026 | Severn Trent Developer | Severn Trent Developer contributions |
| Biodiversity gain for natural habitat | Essential (non-committed) | TBC | 2017 – 2026 | OWBC | Developer contributions |
| New open space | Essential (non-committed) | TBC | 2017 – 2026 | OWBC | Developer contributions |
| Public transport provision to Wigston, Leicester, Wigston schools and South Leicestershire College in South Wigston | Essential (non-committed) | TBC | 2017 – 2026 | Leicestershire County Council OWBC | Developer contributions Leicestershire County Council |
| Road improvements / new infrastructure, walking and cycling improvements to Wigston, Leicester, schools in Wigston and South Leicestershire College in South Wigston | Essential (non-committed) | TBC | 2017 – 2026 | Leicestershire County Council OWBC | Developer contributions Leicestershire County Council |





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|--|---------------------------|---|-------------|---|--|
| Waste management for new developments, dependent upon their nature and size. | Essential (non-committed) | £48.95 per additional dwelling as of 1st April 2009 | 2009 – 2026 | Leicestershire County Council | Leicestershire County Council Developer |
| Mitigation measures of junction at A5199 Leicester Road / Welford Road / Moat Street / Newton Lane including bus priority measures | Essential (non-committed) | TBC | 2017 – 2026 | OWBC Leicestershire County Council | Leicestershire County Council Developer contributions |
| Public transport initiatives such as Smarter Choices to encourage bus use and more sustainable modes of travel | Essential (non-committed) | TBC | 2017 – 2026 | OWBC Leicestershire County Council | OWBC Leicestershire County Council Developer contributions |
| Additional allotments | Essential (non-committed) | TBC | 2021 – 2026 | OWBC | Developer contributions OWBC |
| Improved Management and extent of Barnpool Meadow Local Wildlife Site | Essential (non-committed) | TBC | 2017 – 2026 | OWBC Landowner Leicestershire Wildlife Trust Local Wildlife Site Review Panel | OWBC Developer Contributions |
| Improved Management and water quality of the aquifer between Barnpool Meadow Local Wildlife Site and the Grant Union Canal and Limedelves SSSI | Essential (non-committed) | TBC | 2017 – 2026 | OWBC Landowner Natural England The Environment Agency | OWBC Natural England Developer Contributions |



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|--|---------------------------|-----|-------------|---|--|
| Improved Management and water quality of the Grant Union Canal and Limedelves SSSI | Essential (non-committed) | TBC | 2017 – 2026 | OWBC Landowner Natural England | OWBC Natural England Developer Contributions |
| Establish footpath links relating to Strategic Green Infrastructure Corridors, in particular between Kilby Bridge and Brocks Hill Country Park via Newton Lane | Essential (non-committed) | TBC | 2017 – 2026 | OWBC Landowner Leicestershire County Council Access Forum | OWBC Natural England Developer Contributions |

*Subject to Primary Care Trust (PCT) investment prioritisation process.

Please note that all costs are estimates and are therefore subject to change. The Oadby and Wigston Borough Council Capital Programme was approved by Council on 26 February 2009. It is reviewed annually.

This Local Infrastructure Plan schedule sets out all essential infrastructure development. Within the essential category, the development is listed as committed or non-committed. Essential (committed) represents infrastructure that is needed to ensure sustainability of growth proposed in the Borough and funding for the development is committed. Essential (non-committed) represents infrastructure needed to ensure sustainability of growth proposed in the Borough but funding is not-committed.





Appendix 3:

List of Saved Local Plan Policies to be Superceded by the Core Strategy





Appendix 3: List of Saved Local Plan Policies to be Superseded by the Core Strategy

| Core Strategy Policy | Saved Local Plan Policy superseded |
|---|------------------------------------|
| Policy 1: Spatial Strategy for Development in the Borough of Oadby and Wigston | L20, EM1, H3 |
| Policy 2: Development in the centres of Oadby, Wigston and South Wigston | No policies identified |
| Policy 3: Regeneration Schemes | No policies identified |
| Policy 4: Sustainable Transport and Accessibility | T1, T2, T4, T6, T13, T15, T17 |
| Policy 5: Green Infrastructure | C2, C3, C4, C5, C7 |
| Policy 6: Green Wedges | L10, L11 |
| Policy 7: The Countryside | L15, L16 |
| Policy 8: Climate Change and Renewable Energy | C8 |
| Policy 9: Flood Risk and the Water Environment | C9, C11, C12 |
| Policy 10: Community Infrastructure | T14 |
| Policy 11: Affordable Housing | H2 |
| Policy 12: Housing Needs of the Community | H16 |
| Policy 13: Provision of Gypsy and Traveller Sites | No policies identified |



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|---|------------------------|
| Policy 14: Sustainable Construction and Design | No policies identified |
| Policy 15: Landscape and Character | L3, L9, L14 |
| Policy 16: Community Facilities and Places of Worship | SV3, SV4, SV5 |
| Policy 17: Open Space and Facilities for Leisure, Recreation and Tourism | R2, R4, R12, R21 |





Appendix 4:

Eco Town Considerations





Appendix 4: Eco Town Considerations

As set out in paragraph 3.72, despite this outcome of the Government's Eco Town Programme, this Appendix takes into account the impact of a Eco Town on the Borough and on this Core Strategy.

Discussion regarding Pennbury Eco Town or Eco Towns in general in this Core Strategy is separate to, and does not change, Oadby and Wigston Borough Council's formal position with regard to the Pennbury Eco Town proposal and/or Eco Towns in general.

The Borough of Oadby and Wigston in 2026 – the Vision and our Spatial Objectives

The Pennbury Eco Town Strategic Assessment was published in December 2008 with the involvement of Oadby and Wigston Borough Council, Harborough District Council, Leicester City Council and Leicestershire County Council. It provides an assessment of the impact that Pennbury Eco Town would have had on the surrounding area at both a local and sub regional level. In this section the outcomes of the Pennbury Eco Town Strategic Assessment are used as an indication of the impact that an Eco Town in general would have on the Vision, Strategy and Spatial Objectives set out within this Core Strategy. These are set out below under the same headings used to illustrate how the Vision will be delivered in the Borough:

Vibrant town centres.....

The Masterplan Vision for Pennbury suggested that it would become a vibrant and attractive town with large levels of self containment. It would have a good range of facilities, including a medium sized retail centre consisting of a traditional high street with a mix of shops and facilities.

Given that there are already three retail centres within the Borough of Oadby and Wigston, within a relatively short distance of each other, creating a further retail centre would have an impact upon their vitality and viability. However, the Core Strategy promotes the regeneration of the Borough's town and district centres by making these locations the focus for growth and ensuring that growth outside of the town and district centres has a strong relationship to them, to further support their vitality and viability. The production of Town Centre Masterplan Area Action Plans will also contribute towards establishing this relationship.

Therefore, the Local Development Framework will put the centres of Oadby, Wigston and South Wigston in the best possible position to respond to the potential development of an Eco Town nearby. However, any strategy for an Eco Town would need to ensure that it would contribute further towards the success of the centres in the Borough rather than attracting people from the Borough into the Eco Town. This is especially important in the case of Oadby, which was identified as being particularly vulnerable to Pennbury in the Pennbury Eco Town Strategic Assessment.

Any Strategy to establish a retail centre in an Eco Town would require very careful planning in terms of the retail facilities and services that would be provided and proposals for self containment. The Borough Council would wish to ensure that any new public transport networks created in relation to an Eco Town would also provide equal benefit to the centres within the Borough, including the delivery of a rapid transit route or tram link to Wigston.

A prosperous economy.....

The Masterplan Vision for Pennbury incorporated an objective to create a thriving employment base with a diversity of local jobs within close proximity of home, where home working and training were encouraged, resulting in economic inclusion, reduced levels of commuting and an enhanced quality of life.

The Core Strategy demonstrates the difficulties that exist in achieving a prosperous economy in settlements that have such a close spatial relationship to a major city. An Eco Town located so close to the Leicester Principal Urban Area would likely experience similar difficulties in achieving such an objective.



The Spatial Strategy for the Borough of Oadby and Wigston acknowledges that there is insufficient land to provide for employment need arising within the Borough. It puts in place a process of regeneration of existing Identified Employment Areas and to create replacement employment land. The focus is on providing employment land opportunities for local businesses and those wishing to establish new businesses in the Borough. This Strategy is able to be delivered regardless of whether or not an Eco Town were located in the vicinity of Oadby and would put the Borough in a good position to maintain and grow its own prosperous economy.

Indeed, an Eco Town could accommodate some of the employment land need arising within Oadby and Wigston for which there is insufficient land to provide for within the Borough. This would help to keep employment opportunities relatively local to the Borough. However, the Borough Council would wish to ensure that an Eco Town did not encourage existing businesses out of the Borough. In order to prevent this, the Borough Council would require any Eco Town to deliver high self containment levels and to provide opportunities that contrast with and do not compete with the employment opportunities that exist within the Borough.

Healthy empowered communities.....

The Masterplan Vision for Pennbury incorporated an objective to deliver high quality, low carbon, sustainable and affordable homes that support the needs of residents of all ages and enable an integrated and balanced community with a mix of housing types and tenure models. Housing would be developed to an average of 60 dwellings per hectare, with 30% of dwellings constituting affordable homes. It aimed to create an energy efficient town, where carbon emissions during its entire lifecycle were minimised, with the capacity to grow into a zero carbon settlement through the reuse of renewable energy and on site generation, and the ability to adapt to a changing climate and reduce flood and other climate risks.

A further objective was to reduce the need to travel and promote the use of more sustainable transport modes and implement a state of the art public transport system benefiting the Eco Town and neighbouring settlements, while encouraging cycling and walking, optimising use of existing infrastructure, minimising car ownership and improving accessibility for all. The Masterplan referred to the potential to investigate a tram link between Pennbury and Leicester City Centre and Wigston.

The objectives fitted well with the Spatial Strategy for Oadby and Wigston. In many cases, given the scale of development the Eco Town principles are based on, compared to the scale of development proposed within Oadby and Wigston, the potential outcomes would have gone far beyond what could be achieved in the Borough.

Therefore, if an Eco Town were to be located in the vicinity of Oadby then the Borough Council would wish to work with those responsible for delivering an Eco Town and key sites in the Borough to align delivery of the objectives for an Eco Town with the delivery of the objectives for the Core Strategy. This would allow 'retrofitting' of Eco Town principles into development schemes within Oadby and Wigston in order that the benefits achieved in an Eco Town itself, also become embedded in the surrounding area.

With regard to public transport, the Masterplan Vision made reference to a rapid transit route, possibly operated by a tram. Using the same principle, the Borough Council would wish to ensure that the Borough of Oadby and Wigston would benefit equally from such a scheme as the residents of an Eco Town.

Safe, clean and attractive.....

The Masterplan Vision incorporated an objective to act as a catalyst to the regeneration of the Leicester City region (which includes the Leicester Principal Urban Area), improve community safety and to further Leicestershire's profile as a sustainable place to live. It aimed to conserve and enhance the landscape and value of cultural resources, preserve the townscape and visual setting of existing villages, and create a working environment where biodiversity is conserved, enhanced and flourishing via a network of wildlife reserves and active stewardship. Proposals included a Great Park that would integrate the new development into its surroundings, green corridors and the establishment of a number of different habitats throughout the development.





A further objective was to create a built environment in which the use of energy and water and the production of waste is minimised, water resources are protected, natural resources are conserved, sustainable choices are enabled and new and environmentally friendly technologies and construction methods are explored.

These objectives fitted with the Spatial Strategy for Oadby and Wigston. In many cases, particularly waste generation and environmentally friendly technologies, given the scale of development that the Eco Town principles were based on, compared to the scale of development proposed within Oadby and Wigston, the potential outcomes went far beyond what could be achieved in the Borough. Therefore, if an Eco Town were to come forward then the Borough Council would wish to achieve some retrofitting of such principles into development within the Borough.

With regard to landscape and biodiversity, the Core Strategy sets out key Green Infrastructure corridors within the Borough and the approach towards protecting and evolving Green Infrastructure during the plan period. If an Eco Town were to be located in the vicinity of Oadby then it would be very important to link Green Infrastructure corridors and proposals within the Borough of Oadby and Wigston to those for an Eco Town. This would ensure that an Eco Town would link into its wider environment and support Green Infrastructure at a strategic and local level.

Policy References

Core Strategy Policy 1: Spatial Strategy for Development in the Borough of Oadby and Wigston

The flexibility of the Spatial Strategy means that it will be equally effective regardless of whether or not an Eco Town comes forward in the vicinity of Oadby.

In terms of the amount of development proposed, the Spatial Strategy has demonstrated that this is required to ensure the overall future sustainability of the Borough in terms of, for example, regenerating the centres of Oadby, Wigston and South Wigston, ensuring adequate amount and quality of employment land, affordable housing and infrastructure provision. In other words, growth of the scale proposed in the Core Strategy is required anyway, regardless of whether or not an Eco Town comes forward.

Any additional growth coming forward through an Eco Town would therefore be additional to that proposed in this Core Strategy. This reflects the principles of an Eco Town in that it would be relatively self contained, so that any growth in an Eco Town would be likely to only have a limited contribution to the delivery of the Spatial Strategy for Oadby and Wigston.

Although the Spatial Strategy will work with or without an Eco Town, if one were to come forward then it would be necessary to link the Spatial Strategy associated with the Eco Town to the Spatial Strategy for Oadby and Wigston. This is particularly the case in terms of the role that an Eco Town would be expected to have in terms of retrofitting sustainable principles and technology to the wider area in which it sits. Therefore, Oadby and Wigston Borough Council would wish to review its Core Strategy to provide the opportunity for such links to be investigated, as well as to consider the spatial and strategic impacts that an Eco Town would have on the Borough.

In terms of growth beyond 2026, it would be a matter for the East Midlands Regional Plan review to determine the general location of the growth and whether or not it should be provided wholly or in part as an Eco Town.



Core Strategy Policy 4: Sustainable Transport and Accessibility

A tram line to Wigston which could be considered as part of any Eco Town scheme could also make use of a public transport interchange on Bull Head Street in Wigston that will provide a transport interchange between Wigston town centre, an east west bus route to South Wigston and Oadby and a north south bus route between the Direction for Growth and Leicester.

Core Strategy Policy 5: Green Infrastructure

With regard to any Eco Town proposal the Borough Council would wish to ensure that Green Infrastructure linkages between the Borough/City and the Eco Town are retained and enhanced.

Core Strategy Policy 6: Green Wedges

With regard to any Eco Town proposal, consideration should also be given as to whether a Green Wedge should be designated. Any consideration for amending existing Green Wedge boundaries should be in line with relevant Green Wedge Management Strategies.

Core Strategy Policy 8: Climate Change and Renewable Energy

Should an Eco Town come forward, the Borough Council will also consider the policy approach to climate change and renewable energy in the Eco Town and ensure retrofitting of such principles into new developments within the Borough.

Core Strategy Policy 9: Flood Risk and the Water Environment

In the event of an Eco Town proposal, the Borough Council's approach to flood risk will need to take into account the impact that it would have upon the Borough and therefore, the Borough Council would need to ensure that a Strategic Flood Risk Assessment for the Eco Town would take this into account.

A water cycle study would be required in the event of an Eco Town proposal and would need to take account of the wider area which would include areas to the south and east of the Leicester Principal Urban Area, northern parts of Harborough District and parts of Leicester City.

Core Strategy Policy 11: Affordable Housing

Any Eco Town proposal would need to provide a minimum of 30% affordable housing on site and should not undermine provision of affordable housing within the Borough.

Core Strategy Policy 11: Sustainable Construction and Design

The Borough Council's approach to sustainable construction and design may take into account approaches deemed appropriate for an EcoTown, for example, high quality, low carbon, sustainable and affordable homes that support the needs of all residents.





Notes



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Borough of Oadby & Wigston

Core Strategy

**Publication Draft
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Oadby and Wigston Borough Council

Tel: 0116 288 8961, Fax: 0116 288 7828
Email: forwardplans@oadby-wigston.gov.uk

Oadby & Wigston Borough Council
Council Offices, Station Road Wigston, Leicestershire LE18 2DR