

Infrastructure Delivery Plan

**Evidence base underpinning the Local Plan for the Borough
of Oadby and Wigston**



January 2018

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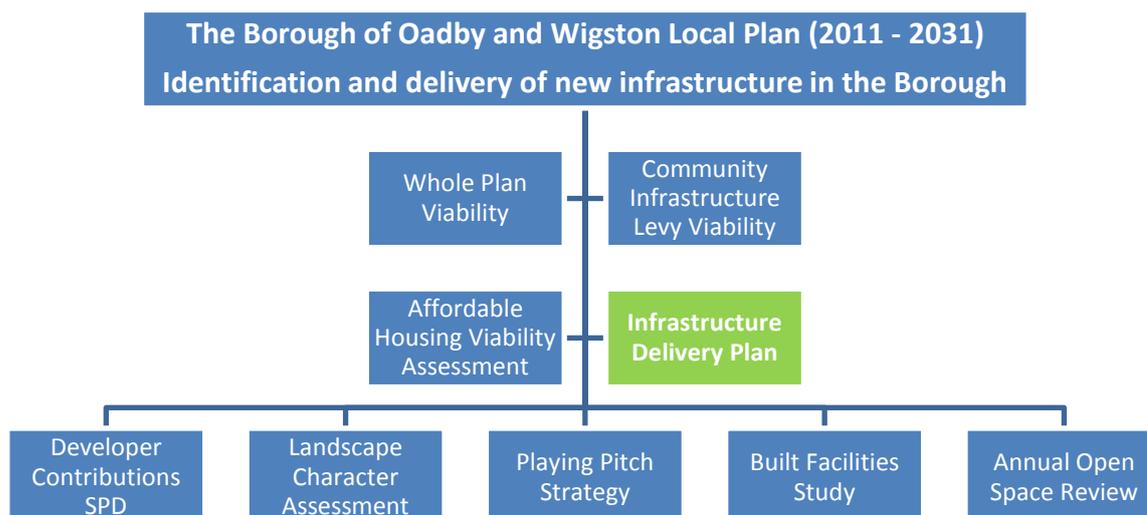
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List of Local Infrastructure – Settlement Based Projects

1. Introduction

- 1.1 To ensure that Oadby and Wigston Borough Council continues to deliver sustainable, well integrated new developments, infrastructure delivery planning is essential.
- 1.2 This document, together with other key evidence based documents, forms the back-bone for infrastructure delivery planning in the Borough.

Figure 1. Delivering new infrastructure as part of the Oadby and Wigston Local Plan



1.3 Infrastructure is commonly split into three categories:

- **Physical** – Systems and facilities that accommodate and enable movement of people and objects. Examples could include: roads; rail; public transport; housing; energy supplies; water; drainage and waste; recycling; and, public realm etc.
- **Social and Community** – A range of activities, organisations and facilities supporting the formation, development and maintenance of social relationships in the community. This may include the provision of community facilities (education; healthcare; community centres; places of worship; sports and leisure facilities); community groups; and, initiatives and groups looking to support and up-skill the local community.
- **Green** – The physical environment within and between built up areas. This can include a network of multi-functional open spaces including formal and informal parks; gardens; woodland; green corridors; waterways; street trees; green wedges; and, open countryside.

1.4 In general, infrastructure projects can also be split into strategic or local:

- **Strategic** – refers to facilities or services serving a wide area that may relate to part of the Borough, the whole Borough or cross-boundary infrastructure - for example improvements to trunk roads or investment in water, sewerage, gas, electricity or broadband networks. It may be needed where broader strategies are required to accommodate the cumulative impacts of growth, for example in a sub-region, rather than simply to accommodate the needs of the development proposals of a particular locality.

- **Local** – refers to facilities or services that are essential in meeting day-to-day needs of the local population - for example schools, affordable housing, health facilities, open spaces and site-specific infrastructure such as roads, accessibility to public transport and sustainable modes of transport etc. Infrastructure of this nature is usually deemed important to mitigate the impact of development at a localised level.
- 1.5 By identifying the local and strategic infrastructure projects that will be necessary to mitigate the impact of planned new growth up to 2031, it will ensure the robust delivery of the Local Plan.
 - 1.6 It should be recognised that this is to be a ‘living’ document in the sense that the Infrastructure Delivery Plan (lists) will be updated and tracked accordingly, for example, through responding to changes in the economic market, national or local policy updates, or changes in development pressure locally or across Leicestershire. The impact of this document, alongside the relevant policy(s) in the Local Plan will be tracked annually for their effectiveness as part of the Councils monitoring procedures.
 - 1.7 Through ongoing collaboration and engagement with key stakeholders, it is the Council’s intention that this document will remain up to date and therefore a robust piece of evidence base that will be readily available and supportive of the Council’s overall Spatial Strategy up to 2031.

2. Policy Context

National Policy

- 2.1 The production of an Infrastructure Delivery Plan (IDP) is an essential element of the evidence base required to develop a sound and robust Local Plan. The National Planning Policy Framework (NPPF, para 162) states that local planning authorities should work with other authorities and providers to:
- assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
 - take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.
- 2.2 The NPPF also places a great deal of emphasis upon the need to give due consideration to viability and to assess to the cumulative impact of development proposals. The Local Plan's policies should not put implementation of the Plan at serious risk, but should facilitate development throughout the economic cycle. The assessment of viability should always be at the forefront of the Plan and should be continuously tested to ensure that the Plan is deliverable.

Local Policy

- 2.3 The Local Plan is evidenced by many up to date and robust assessments, including the Leicester and Leicestershire Housing and Economic Development Needs Assessment (HEDNA, 2017).
- 2.4 The HEDNA sets out housing need, the scale of economic growth and the quantity of land and floorspace required for B-class economic development uses between 2011 and 2031/36 across Leicester and Leicestershire.
- 2.5 At a District level, the HEDNA identifies each local authority area's residential and economic development objectively assessed need (OAN). Each Local Authority, including Oadby and Wigston Borough Council, has to prepare a Local Plan that sets out how it will meet the identified need.
- 2.6 As part of that work, this Infrastructure Delivery Plan (IDP) will focus on what infrastructure is necessary to facilitate new growth over the Plan period and will help to ensure that new development in the Borough is located in the most sustainable locations.
- 2.7 The Local Plan contains a Spatial Strategy setting out the overall approach for the distribution of new development in the Borough up to 2031. It also gives consideration to the issues that need to be addressed to enable the new development to take place.
- 2.8 In order to deliver the required levels of growth to meet the Borough's needs up to 2031, the Plan:
- Allocates sufficient land to provide at least 2,960 new additional homes;

- Allocates sufficient land to provide at least 8 hectares of employment use development; and,
- Identifies sufficient land to provide up to 2,974 sqm of new additional retail floor space.

2.9 Policy 46: Infrastructure and Developer Contributions, establishes that there is a need for the Council to ensure that the necessary infrastructure requirements are considered and then delivered to support the timely phasing of new development.

Infrastructure Delivery - S.106 Monitoring Group

2.10 The Council has an established 'S.106 Monitoring Group' that meets internally on a regular basis, attended by relevant departments, to discuss all pertinent matters in relation to planning applications, S.106 legal agreements and financial arrangements to deliver the infrastructure required. The group is attended by the following functions within the Council:

- Planning Policy, Development Management and Regeneration
- Legal and Licensing
- Finance
- Asset Management
- Client Services

2.11 One of the primary functions of the group is to produce and maintain an internal database of infrastructure projects that the Council is currently seeking to deliver, the more significant of which are included within this IDP.

2.12 The S.106 Monitoring Group is an integral part of the Council's infrastructure project monitoring function because it ensures that the Council's relevant departments are communicating effectively and delivering all of the Borough's infrastructure needs, both locally and on a more strategic basis, by carefully monitoring infrastructure delivery within the Borough. The group is able to ensure that contributions sought from developments are being utilised in a timely and effective manner, in accordance with the appropriate regulations.

3. Funding and Delivery

Funding

- 3.1 Funding of infrastructure is a key element in the delivery of sustainable development. The following chapters identify what infrastructure is needed and (where it is known), sources of funding to deliver those elements.
- 3.2 Potential sources of funding available to local authorities operating within the confines of the planning system are set out in Table 3.1 below:

Table 3.1: Potential sources of funding to facilitate the delivery of infrastructure for new development

Source	Explanation
Community Infrastructure Levy (CIL)	The Community Infrastructure Levy is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010.
Section 106 Agreements	Following the introduction of CIL, developer contributions made under Section 106 of the Town and Country Planning Act 1990 are limited to those matters that are directly related to a specific site, and which accord with Regulation 122(2) of the Community Infrastructure Levy Regulations (2010), i.e The obligation is necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonable related in scale and kind to the development. This may include requirements which are not capable of being funded through CIL such as affordable housing. In addition, from April 2015 any specific project or type of infrastructure will only be eligible to for funding from five or fewer section 106 obligations applied retrospectively from April 2010.
Unilateral Undertakings	A Unilateral Undertaking is a simplified version of a planning agreement, which is relatively quick and straightforward to complete, and is entered into by the landowner and any other party with a legal interest in the development site. They can assist in ensuring that planning permissions are granted speedily, which benefits both applicants and the Council. A Unilateral Undertaking will usually consist solely of the payment of financial contributions, to be paid prior to commencement of development.
Planning Conditions	These are the main mechanisms for the provision of essential on-site design requirements and critical infrastructure. These could include highway infrastructure agreements, mainly those covered by Section 38 and Section 278 of the Highways Act 1980 which provide discretionary powers for the highway authority to enter into an agreement with a development to adopt a new highway or improve the existing highway.

Explanation and Local Context

- 3.3 Developer contributions for the delivery of infrastructure in the Borough of Oadby and Wigston have primarily been delivered through the use and application of developer contributions derived from Section 106 Agreements. Whilst this method has proven relatively successful for the Council in recent years and appears to be well regarded by the developers and applicants that the Council continues to work with, nationally, the system has been subject to criticism in recent years, particularly in relation to its transparency and the time it can take to negotiate and agree legal agreements.
- 3.4 To address these concerns, the Government introduced the Community Infrastructure Levy (CIL) via Part 11 of the Planning Act (2008). It was promoted as an optional method that would simplify the process and make the system more user friendly and transparent for applicants. The ability to take forward CIL came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 (subsequently amended by the Community Infrastructure Levy (Amendment) Regulations 2011). Additional guidance was issued in December 2012 and further amendments were made in April 2013 and February 2014.
- 3.5 CIL is however discretionary and having commissioned a CIL Viability Study in 2013, the Council opted not to pursue CIL in the Borough of Oadby and Wigston because the cost of setting it up, monitoring and implementing the Levy, as well as reviewing the Charging Schedule, was not deemed to be cost effective.
- 3.6 The Council will continue to assess the viability of adopting a Community Infrastructure Levy charging schedule and will update the Developer Contributions Supplementary Planning Document and policy approach accordingly, should circumstances change.

Developer Contributions Supplementary Planning Document

- 3.7 The Developer Contributions Supplementary Planning Document (SPD) and its supporting evidence document were adopted by the Borough Council in December 2011. The document is subsequently being reviewed and the Council's intention is to adopt a new Developer Contributions SPD either alongside or soon after the adoption of the new Local Plan.

Other Sources of Funding

- 3.8 Other sources of funding available to deliver infrastructure projects may include public or private sector investment, grant funding (e.g. Lottery funding) and economic growth funding.
- 3.9 The Borough Council is a member of the Leicester and Leicestershire Enterprise Partnership (LLEP) and by bidding for appropriate funding through this, opportunities to deliver strategic infrastructure such as roads, buildings and facilities in the area may be available. With the support of the Homes and Communities Agency, Local Enterprise Partnerships are able to access investment to support infrastructure developments through the Regional Growth Fund and the Growing Places Fund. Specifically, the Growing Places Fund supports infrastructure projects that are designed to unlock wider economic growth, create jobs and build houses in England.
- 3.10 It is therefore one of the key roles of the Infrastructure Delivery Plan to set out clear infrastructure requirements in relation to the Borough's Spatial Strategy.

4. Strategic Infrastructure

This section of the Borough's Infrastructure Delivery Plan (IDP) should be updated in conjunction with the Council's current evidence base (as it evolves over the Plan period). The List of Strategic Infrastructure is set out in Appendix 1.

- 4.1 Strategic infrastructure that can address the cumulative impacts of development across the Borough and Leicestershire as a whole will inevitably need to be delivered over the course of the Plan period to 2031 and beyond.
- 4.2 This chapter sets out the known strategic infrastructure needs as identified through the Borough's Local Plan, as well as through other evidence based documents that will help to form its content. The Council is also committed to extensive and regular engagement with stakeholders, infrastructure providers and local communities through its duty to cooperate.
- 4.3 This chapter aims to set out the specific cost and sources of known funding streams in line with appropriate available evidence.
- 4.4 All known strategic physical, social and community, and green infrastructure details are set out in the proceeding paragraphs and are summarised in the table in **Appendix 1**.

Strategic Physical Infrastructure

Transport

Strategic Physical Infrastructure - Transport

The Borough seeks to improve connectivity through the implementation of better sustainable transport options, particularly between the three settlements of Oadby, Wigston and South Wigston, as well as Kilby Bridge and providing stronger links into Leicester City Centre.

Key road junctions throughout the Borough will require investment to increase capacity and relieve congestion, particularly at peak times.

- 4.5 Improvements to transport infrastructure are classed as physical infrastructure, although there are also associated elements that link to strategic Green Infrastructure (GI) infrastructure, such as footpaths, canals and cycle routes.
- 4.6 The Local Plan's Spatial Strategy and its supporting policies set out details for determining strategic priorities in relation to achieving increased levels of sustainable travel over the Plan period to 2031. The Council's South East Leicestershire Local Transport Plan Evidence Study¹

¹ South East Leicestershire Local Transport Plan Evidence Study Phase 2 – Existing Highway Network Assessment Opportunities and Constraints (October 2017), Edwards and Edwards Consultancy Limited, on behalf of Oadby and Wigston Borough Council, Harborough District Council, Leicestershire County Council and Leicester City Council. <https://www.oadby->

illustrates that in order to deliver growth within the Borough and in adjacent administrative areas over the Plan period, there are a series of junction improvements and mitigation measures that will be needed.

- 4.7 The Council will continue to work with the relevant Local Planning Authority's to develop more detailed evidence base in relation to the required transport infrastructure necessary to ensure the sustainable delivery of new growth over the Plan period. Upon conclusion of the Transport Study, Leicestershire County Council (as the local highways authority for Leicestershire) produced a Joint Position Statement – South East Leicestershire Transport Study and Resulting Mitigation Study. The Statement sets out the scale of growth up to 2031 both within the Borough and Harborough District, the required highway mitigation, and, the way forward.
- 4.8 Therefore, this section of the Infrastructure Delivery Plan should be regularly updated in conjunction with the Council's current evidence base (as it evolves).

Road improvements

- 4.9 Oadby and Wigston Borough Council will continue to work collaboratively with all key partners to ensure that cumulative impact upon the strategic transport network across Leicestershire is fully considered as part of new growth coming forward in the Borough up to 2031.
- 4.10 The Borough is crossed by three main transport routes that serve the City of Leicester; the A6, the A5199 and the B5366. The B582 serves as the only transport route linking the settlements of Oadby and Wigston and one of only two routes linking Wigston with South Wigston, the other being B5418. The A563 links the very northern parts of Wigston and Oadby with Leicester City and provides a form of access to the M1 and M69 motorways. In general the Borough's access to main arterial routes such as the M1, A14 and the A47 is poor. Due to this poor access to main arterial routes and the fact that the three routes into Leicester City from the south pass through the Borough, the Borough's roads suffer from significant congestion, particularly at peak times.
- 4.11 Available transport evidence suggest that the cumulative impacts at key junctions will be inevitable in relation to the Direction for Growth Area(s) that are deemed as the preferred locations for new development in the Borough's emerging Local Plan. Development proposals in adjacent authority areas will also have an impact upon the Borough's road network and early engagement for major development proposals both within or adjacent to the Borough is key. Proposals will need to be submitted to the Borough Council, as well as Leicestershire County Council's Highways Department at an early stage.

Parking, walking and cycling improvements

- 4.12 Oadby and Wigston Borough Council will continue to work collaboratively with all key partners to ensure that cumulative impact upon the strategic network across Leicestershire is fully considered as part of new growth coming forward in the Borough up to 2031.

wigston.gov.uk/files/documents/south_east_leicestershire_transport_study_final_report_2017/South%20East%20Leicestershire%20Transport%20Study%20-%20Final%20Report%202017.pdf

Public transport improvements

- 4.13 The Leicester to Birmingham railway line runs through the heart of the Borough via South Wigston Station. This mode of transport provides regular services to Birmingham, Leicester and onward to destinations further afield.
- 4.14 It is apparent through the Midlands Connect Strategy² that there is a real appetite to strengthen rail connectivity throughout the Midlands on the back of the economic prosperity that connection to High Speed Rail 2 (HS2) will bring, and in turn, this will create more opportunities to travel to and from Leicester (and South Wigston). Therefore, the Borough Council will seek to collaborate with the Midlands Connect Partnership to ensure that it continues to seek rail connectivity improvements at South Wigston Station.

Utilities

Strategic Physical Infrastructure - Utilities

Utilities: Currently, there are no known infrastructure requirements to support the delivery of planned new growth in the context of Utilities Infrastructure in the Borough.

Electricity

- 4.15 The Distribution Network Operator (DNO) for Leicestershire is Western Power Distribution (WPD) and the electricity load is currently taken from 14 Bulk Supply Points (BSPs) distributed around the County. The BSPs supply the Primary Sub-Stations, also located throughout Leicestershire, as well as some beyond its administrative boundary.
- 4.16 The Council will continue to liaise with WPD to ensure that the supply of electricity in the Borough has sufficient capacity to accommodate growth up to 2031.
- 4.17 WPD has a statutory ability to directly charge developers and customers to fund improvements required and this will take place as time evolves. However, this document will be kept up to date to ensure that the current supply and future demand is identified.

Gas

- 4.18 The Distribution Network Operator (DNO) for the East Midlands area is Cadent (formerly National Grid Gas). Cadent manages all /high pressure and below 7barg³ distribution networks across the region and the Office of Gas and Electricity Markets (Ofgem) monitors and regulates the gas transmission and distribution networks.
- 4.19 National Grid (Cadent) publishes its Long Term Development Plan⁴ annually and it sets out an assessment of the known future demand for National Grid Gas Distribution. The Plan explains that although overall demand for gas is decreasing, there is still a need to invest in and to add to existing capacity.

² <https://www.midlandsconnect.uk/media/1082/midlands-connect-strategy-march-2017.pdf>

³ 7 barg refers to 7 times ambient pressure (pressure in the pipeline).

⁴ National Grid (Cadent) Long Term Development Plan <http://www2.nationalgrid.com/UK/Industry-information/Developing-our-network/Gas-Distribution-Long-Term-Development-Plan/>

- 4.20 There are a number of significant distribution pipeline projects and below 7barg projects under consideration throughout the United Kingdom, although none of these are within the Borough of Oadby and Wigston. Gas providers have a statutory duty to charge developers and customers to fund required improvements. In cases where wider, more strategic infrastructure is needed, National Grid will undertake a cost-benefit analysis on a case by case basis, and if deemed essential, it may then be included as part of their Long Term Development Plan.
- 4.21 Should any emerging evidence come to light and highlight some longer-term infrastructure requirements across Leicester and Leicestershire, these will be investigated further and as necessary, added accordingly to this Infrastructure Delivery Plan in due course.

Renewable Energy

- 4.22 For renewable or low-carbon energy schemes, when applicable, developers will need to work collaboratively with Oadby and Wigston Borough Council, Ofgem and individual suppliers to meet the sustainable energy targets set out within the Local Plan.

Water and Wastewater

Strategic Physical Infrastructure – Water and Wastewater

The Council will expect all major-scale planning applications, including refurbishments (seeking a net gain of 11 or more residential units or 1,000+ square metres of floor area) to incorporate appropriate Sustainable Drainage Measures (SuDS) in accordance with the latest National Standards for Sustainable Drainage Systems and in agreement with the Lead Local Flood Authority (LLFA) for Leicestershire.

Water resources and supply

- 4.23 Water supply and water management in the Borough of Oadby and Wigston is primarily the responsibility of Severn Trent Water (STW) as the statutory undertaker, as set out in the Water Industry Act (1991). The Environment Agency and the Lead Local Flood Authority (Leicestershire County Council) also have responsibility for monitoring and advising over issues in relation to flooding where there is a known risk.
- 4.24 The Council is not aware of any infrastructure requirements in relation to water resources and supply in the Borough. The Severn Trent Water: Final Resources Management Plan (2014)⁵ further supports this and suggests that its strategy for reducing the overall demand for water and to make the best use of existing water resources will be to:
- Reduce waste by driving leakage down.
 - Reduce the demand for water, by working in partnership with our customers to help them become more water efficient.
 - Improve our ability to deploy existing resources flexibly and efficiently.
 - Use water trading to make more efficient use of our resources and improve resilience.
 - Develop new sources of water when required, with a focus on expanding our existing sources first.

⁵ Severn Trent Water (2014) Final Water Resources Management Plan
https://www.severntrent.com/content/dam/stw/ST_Corporate/About_us/Docs/WRMP-2014.pdf

- Use proactive catchment management measures to protect our sustainable sources of drinking water supply from pollution risks.

- 4.25 It is anticipated that Severn Trent Water would complete any necessary improvements to provide additional capacity only once they have sufficient confidence that development will go ahead. This will be confirmed once the exact location for new growth is confirmed through the adoption of the new Local Plan and once planning permissions are subsequently granted and developers can demonstrate their commitment to deliver growth.
- 4.26 With regards to water supply, the Council does not anticipate that there would be any capacity problems within the urban areas of the network and any issues could be addressed through reinforcing the existing network.
- 4.27 Upgrading of the networks will usually be funded through the water company’s Asset Management Planning (AMP) process. Additional funding can also be sought from Ofwat, the water industry and sewerage regulator. New infrastructure works or connections to the existing network are usually partly or fully funded by the developer. The cost of the infrastructure improvement required to deliver new growth is usually assessed by the water company, once it has been approached by a developer (to give them certainty that the development will take place).

Waste water collection and treatment

- 4.28 Waste water collection and treatment in the Borough is currently treated at one of two Sewage Treatment Works (STWs) in the Borough, both of which are controlled and managed by Severn Trent Water.

Table 4.1: Sewage Treatment Works in the Borough of Oadby and Wigston

Sewage Treatment Works	Owner	Location
Oadby STW	Severn Trent Water	Oadby Sewage Treatment Works, Wigston Road, Oadby, Leicestershire, LE2 5QF
Wigston STW		Wigston Sewage Works, 1, Leicester Road, Countesthorpe, Leicester, Leicestershire, LE8 5QU

- 4.29 New developments must take account of the need to plan for the disposal of waste water and sewage as this will have a cumulative impact across the Borough and the wider Severn Trent Water Strategic Grid Water Resource Zone.

Water management and flooding

- 4.30 Leicestershire County Council is the Lead Local Flood Authority (LLFA) with a number of statutory duties to address local flood risk under the Flood and Water Management Act (2010) and the Land Drainage Act (1991).
- 4.31 Sustainable Drainage Systems (SuDS) need to be provided by developers in line with national legislation and in accordance with the requirements of the LLFA. It is not possible to provide an indicative costing for SuDS as it depends on local circumstances, however, national

guidance and emerging codes of practice will continue to assist developers in evaluating viability assessments.

- 4.32 The Oadby and Wigston Joint Strategic Flood Risk Assessment (2014), together with the policy on Sustainable Drainage and Surface Water in the Local Plan, recommend that all major development schemes should incorporate appropriate sustainable drainage measures and appropriate solutions to reduce the risk of flooding from the outset.

Civic Amenity / Waste Management

Strategic Physical Infrastructure – Civic Amenity / Waste Management

Currently, there are no known infrastructure requirements to support the delivery of planned new growth in the context of Civic Amenity / Waste Management in the Borough.

- 4.33 The Borough Council is the Waste Collection Authority (WCA) charged with the responsibility of collecting municipal waste from domestic premises in the Borough. Leicestershire County Council is the Waste Disposal Authority (WDA) and provides disposal and treatment points as well as Household Waste and Recycling Centres (HWRC) (branded locally as Recycling and Household Waste Sites (RHWS)) throughout the County.
- 4.34 In terms of County wide spatial planning for waste management and disposal, the Leicestershire and Leicester Waste Development Framework: Core Strategy and Development Control Policies up to 2021⁶ sets out the adopted Plan for Leicester and Leicestershire. As necessary, on a site by site basis, Leicestershire County Council is able to seek planning obligations towards civic amenity / waste management facilities via the application of the methodology detailed in their Planning Obligations Policy⁷.

Telecommunications and Broadband

Strategic Physical Infrastructure – Telecommunications and Broadband

Despite extremely good superfast broadband coverage being present throughout the Borough as a whole, it is apparent that superfast broadband connectivity is required to the south, south-east and east of Wigston.

- 4.35 It is essential that the Council continually seeks to reduce the need to travel through increasing people's ability to communicate electronically over the Plan period to 2031.

⁶ Leicestershire and Leicester Waste Development Framework and Core Strategy and Development Control Policies up to 2021

https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2016/10/4/waste_core_strategy_development_control_policies.pdf

⁷ Leicestershire County Council's Planning Obligations Policy <https://www.leicestershire.gov.uk/environment-and-planning/planning/developer-contributions>

- 4.36 Given the urban nature of the Borough and its proximity to the City of Leicester, mobile phone service and access to superfast broadband is very good and is set to rise as a result of the continued investment that is expected through the Superfast Leicestershire⁸ project. It is apparent from this resource that improvements to superfast broadband connectivity is required to the south, south-east and east of Wigston.
- 4.37 It is difficult to plan for improvements to the Borough's telecommunications and broadband connectivity over the plan period because technology is constantly changing and developing.
- 4.38 As a result of the enactment of the Digital Economy Act 2017⁹, the Government aims to ensure that all premises have the right to request a minimum of 10Mbps by 2020, through the introduction of the Universal Service Obligation (USO). Therefore, to help meet this target, all new developments should aim to provide appropriate access to superfast broadband as an integral part of the infrastructure required to deliver new growth.

Town Centre, Gateway and Borough-wide Improvements

Strategic Physical Infrastructure – Town Centre, Gateway and Borough-wide Improvements

New developments and regeneration schemes within the Borough's three retail centres will be encouraged, although no net loss of car parking will be allowed and investment to increase the quality of the provision will be encouraged.

Public realm improvements will be sought throughout the Borough, but in particular within the three retail centres, key gateways and places of interest throughout the Borough, such as The Long Lane in Wigston town centre.

- 4.39 Investment into Wigston town centre, Oadby and South Wigston district centres, as well as the key gateway locations throughout the Borough will improve the Borough and encourage future growth. All investment will be dependent upon a combination of developer contributions and public-sector based investments, either through financial or asset based contributions.
- 4.40 Regeneration opportunities in all of the Borough's retail centres will be encouraged and is supported by both the saved and the emerging Local Plan for the Borough. However, the level of car parking provision is a key issue for all three of the Borough's town and district centres and therefore, all new development will have to ensure that there is no net loss to parking provision throughout the development phases.
- 4.41 Public realm improvements have already been seen in the Borough's centres, but the Council will continue to seek investment into the public realm and wider environmental improvements, particularly to improve shared spaces in the retail centres, as well as to create more interest in key gateways and places of interest throughout the Borough. The Lanes, a historic route allowing pedestrian access north to south through Wigston town centre, is a good example of where strategic investment into the public realm could be of benefit.

⁸ Superfast Leicestershire <http://www.superfastleicestershire.org.uk/>

⁹ Digital Economy Act 2017 <http://www.legislation.gov.uk/ukpga/2017/30/contents/enacted>

- 4.42 The Council will continue to seek funding opportunities from key sources, in particular grant funding and via developer contributions.

Strategic Social and Community Infrastructure

Housing Mix

Strategic Social and Community Infrastructure – Housing Mix

For all new developments of 11 or more dwellings, the Council will seek to deliver a range of affordable housing types and tenures in accordance with the relevant Local Plan policy and its evidence base. The key objective will be to deliver a sustainable mix of housing options to meet the needs of the Borough's existing and future generations.

- 4.43 The Local Plan uses the most up to date housing evidence base to identify the size, type, tenure and range of housing that is needed within the different communities within the Borough. Historically the Borough has seen very little new provision of retirement accommodation or bungalows, and would therefore, in principal, actively support the development of such in appropriate locations as part of mixed-use schemes.
- 4.44 According to the Housing and Economic Development Needs Assessment (January 2017), the Borough has an identified Affordable Housing need. The Council has identified delivery of affordable housing as one of its priorities because it recognises the important role it plays in providing homes for all within the community.
- 4.45 To address this known shortage of affordable housing options in the Borough, the Council is committed to seeking the provision of appropriate housing for the whole community and therefore seek the following minimum targets, subject to economic viability testing, on sites of 11 dwellings or more:
- Oadby - 30 per cent of the total number of units.
 - Wigston (including Kilby Bridge) - 20 per cent of the total number of units.
 - South Wigston - 10 per cent of the total number of units.
- 4.46 With Starter Homes being under the affordable homes 'umbrella', any site that is required to provide affordable housing will be subject to Starter Home provision. The Starter Home percentage provision on qualifying sites is set out below:
- 20 per cent of the total number of units in Oadby and Wigston (including Kilby Bridge).
 - 10 per cent of the total number of units in South Wigston.
- 4.47 The provision of Starter Homes is not in addition to the provision of affordable housing; it will be part of the affordable provision and mix.

Education and Skills

Strategic Social and Community Infrastructure – Education and Skills

In collaboration with Leicestershire County Council and the developer(s), the Council will seek to deliver a new Primary School to support population growth in Wigston as part of the large scale, residential-led development to the south-east of Wigston at the Wigston Direction for Growth.

4.48 The existing educational facilities in the Borough are illustrated in Table 4 below. Leicestershire County Council has a statutory responsibility for the overall provision of state education (between the ages of 5 to 19 years) across the County (although some schools now operate independently as Academies and Free Schools). However, regardless of whether schools have academy status or not, Leicestershire County Council remains the responsible authority for ensuring that there are sufficient school places at both a primary and secondary level, in addition to considering the need for further education and early years.

Table 4.2: Schools and Colleges within the Borough of Oadby and Wigston

	Primary	Secondary / College
Oadby	Brookside Primary School, Oadby Oadby, Leicester, Leicestershire LE2 4FU	Manor High School Oadby, Leicester, Leicestershire LE2 4FU. (11 – 16 years old)
	Launde Primary School Oadby, Leicester, Leicestershire LE2 4LJ	Gartree High School Oadby, Leicester, Leicestershire LE2 5TQ. (11 – 16 years old)
	Woodland Grange Primary School, Oadby, Leicester, Leicestershire, LE2 4TY	Beauchamp College Oadby, Leicester, Leicestershire LE2 5TP. (11 – 18 years old)
	Langmoor Primary School Oadby Oadby, Leicester, Leicestershire LE2 5HS	
	Brocks Hill Primary School Oadby, Leicester, Leicestershire LE2 5WP	
Wigston	Glenmere Community Primary School, Wigston, Leicestershire, LE18 3RD	Wigston Birkett House, Station Road, Wigston, Leicestershire, LE18 2DS. (5 – 19 years old)
	Saint John Fisher Catholic Voluntary Academy, Wigston, Leicestershire, Wigston, Leicestershire, LE18 3QL.	Wigston Academy, Station Road, Wigston, Leicestershire, LE18 2DS. (11 – 14 years old)
	The Meadow Community Primary School, Wigston Magna, Wigston, Leicestershire, LE18 3QZ.	Wigston College, Station Road, Wigston, Leicestershire, LE18 2DS. (15 – 18 years old)
	All Saints Church of England Primary School, Wigston, Leicestershire LE18 2AH	
	Little Hill Primary, Wigston, Leicestershire, LE18 2GZ	
	Thythorn Field Primary School, Bideford Close, Wigston, LE18 2QU	
	Water Leys Primary School, Wigston, Leicestershire, LE18 1HG	
South Wigston	Fairfield Community Primary School South Wigston, Leicestershire LE18 4WA	South Wigston High School, Wigston, Leicestershire, LE18 4TA (11 – 16 years old)

	Primary	Secondary / College
	Parkland Primary School, South Wigston, Leicestershire LE18 4TA	South Leicestershire College, Blaby Road, Wigston, LE18 4PH (16+ years old)

- 4.49 This section considers the infrastructure requirements for early years, primary, secondary and special needs education. Leicestershire County Council undertakes the required modelling work to assess the capacity within the Borough’s existing schools and then offers advice on the level of investment into new infrastructure that may be required to support new growth in the Borough over the Local Plan period to 2031.
- 4.50 New residential developments are likely to bring more children into a school catchment area which in turn, will impact upon the capacity of existing schools and therefore highlight where an increase to their capacity may be needed. This Infrastructure Delivery Plan will be regularly updated to ensure that the capacity within the Borough’s schools is regularly reviewed and kept up to date in collaboration with Leicestershire County Council.
- 4.51 Developers with aspirations to deliver major development (11+ dwellings) within the Borough should liaise with both the Borough Council and Leicestershire County Council to ensure that appropriate discussions take place and that consideration of the educational needs for any future developments are taken into account at an early stage of the planning process.

Primary education

- 4.53 The Borough Council works in collaboration with Leicestershire County Council’s Education Department to ensure that projected growth and capacity within the Borough is constantly under review. Wherever possible, Leicestershire County Council will look for opportunities to increase the capacity of existing facilities to minimise the capital cost, both to them and the developer(s). However, when developments of a strategic nature come forward, the cumulative impact of that development must be calculated and as necessary, some developments do trigger the need for a new school facility to mitigate the impact of population growth.
- 4.54 As things currently stand, Leicestershire County Council advises that the following trigger thresholds apply for large scale residential developments or cumulative impacts of adjacent large sites:
- 850+ homes = 210 place (1FE) Primary School – 1 ha site (small)
 - 1,700+ homes = 420 place (2FE) Primary School – 2 ha site (large)
- 4.55 To ensure long-term sustainability for the educational needs of new settlements, particularly if there is the potential for further extensions to a development or adjacent sites in the future, Leicestershire County Council prefer to secure a 2 ha site (2FE) even if the initial approved scheme only triggers the need to deliver a 210 place (1FE) Primary School. This approach helps to ensure that if necessary, developer contributions can be sought from future development(s) to contribute towards the cost of extending the school on the same site.
- 4.56 Leicestershire County Council has indicated that almost all of the Borough’s existing Primary Schools are being filled and are at their capacity year on year. Therefore, in order to mitigate the impact of growth in the Borough up to 2031, it is essential that the Borough Council work

with Leicestershire County Council to identify where there is likely to be a trigger for extensions to existing schools or new facilities to accommodate large scale population growth.

- 4.57 The Council will seek to facilitate on-going communication between the developer(s) and Leicestershire County Council to ensure that this essential infrastructure is delivered in a timely fashion and at a scale that is fit for purpose that can meet both the existing and potential future demand in this location.
- 4.58 Where the need for a new school is not specifically identified, developer contributions will still be required from major developments throughout the Borough to ensure that existing schools in the area have the capacity to take on the increasing numbers of children likely to result from those developments. Therefore, it is recommended that all developers liaise closely with Leicestershire County Council to ensure that appropriate consideration of the educational needs for any future developments are taken into account at an early stage of the planning process.

Secondary and higher education

- 4.59 Secondary and post-sixteen educational needs will be kept under review in collaboration with Leicestershire County Council throughout the Plan-period. It is anticipated that all major residential developments are likely to make a contribution to the ongoing demands that are to be placed upon the Borough's existing educational facilities and that the strategy to meet that demand will need to be planned, in accordance with the Borough's housing trajectory and the locations of where large-scale growth is expected to come forwards.

Community Provision

Strategic Social and Community Infrastructure – Community Provision

Currently, there are no known infrastructure requirements to support the delivery of planned new growth in the context of Community Provision in the Borough.

- 4.60 Community provision is covered primarily in the 'local infrastructure' section of this document because more often than not, these types of requirements relate to a demand created by the local community that it serves.
- 4.61 However, it is important that this document evaluates and regularly considers the need for strategic community based infrastructure provision, in case any projects come to light in future iterations of the report.

Health and Wellbeing

Strategic Social and Community Infrastructure – Health and Wellbeing

NHS England, the East Leicestershire and Rutland Clinical Commissioning Group (ELR CCG) and a number of GPs in Oadby have indicated that they are seeking to enhance the health provision in Oadby to create a new facility to accommodate a range of services to create additional capacity to accommodate projected growth in the catchment area.

Health centres / doctors surgeries

- 4.62 The Primary Care Trusts (PCTs) were abolished by the Health and Social Care Act (2012) and the Clinical Commissioning Group (CCG) was formed. The East Leicestershire and Rutland Clinical Commissioning Group (ELR CCG) has the responsibility for commissioning healthcare services for residents throughout the east of Leicestershire, including those within the Borough of Oadby and Wigston.
- 4.63 The Local Plan emphasises the importance of promoting and maintaining health and wellbeing. The Plan includes a requirement on all major residential developments of 11 or more dwellings or more than 1,000 sqm for non-residential schemes to submit a Health Impact Assessment scoping statement, which will measure the wider impact of the development proposal upon the local community's health and wellbeing and the demands that will be placed upon existing services in and around the area.
- 4.64 The Council is committed to maintaining and enhancing the health and wellbeing of its residents. The Council will seek to ensure that all of its residents are happy and live long and healthy lives, with less inequality. To achieve such an aspiration, the Council will work collaboratively with the local Clinical Commissioning Group and the National Health Service (NHS), as well as local GP surgeries and other health partners.
- 4.65 There are currently seven General Practice surgeries (GPs) located with the Borough of Oadby and Wigston, although some of these have branch surgeries in the Borough or in the City of Leicester. NHS England, the East Leicestershire and Rutland Clinical Commissioning Group (ELR CCG) and a number of GPs in Oadby have indicated that they are seeking to enhance the health provision in Oadby to create a new facility to accommodate a range of services to create additional capacity to accommodate projected growth in the catchment area.

Table 4.3: Existing GPs within the Borough of Oadby and Wigston

	Address
Oadby	Bushloe Surgery, Two Steeples Medical Centre, Abingdon Close, Wigston, Leicester, LE18 2EW. Tel: 0116 344 0233 Fax: 0116 257 8021 http://www.bushloesurgery.co.uk/
	Central Surgery, Brooksby Drive, Oadby, Leicester, LE2 5AA. Tel: 0844 499 6973 / 0116 272 9710. www.thecentralsurgeryoadby.co.uk
	Rosemead Drive Surgery, 103 Rosemead Drive, Oadby, Leicestershire, LE2 5PP. Tel: 0116 2166997 Fax: 0116 2728899. www.rdhr.co.uk
	Branch Surgery: Harborough Road, Oadby, Leicester, LE2 4LE
	The Croft Medical Centre, 2 Glen Road, Oadby, Leicestershire, LE2 4PE. Tel: 0116 2711740 / 0116 2729523 Fax: 0844 477 3034. www.croftmedical.com
	Severn Surgery, 159 Uplands Road, Oadby, Leicestershire, LE2 4NW. Tel: 0116 2719042 / 0116 2719040 / 0116 2718551 Fax: 0116 2710990. www.severnsurgery.co.uk
Wigston	Wigston Central Surgery, Two Steeples Medical Centre, 10 Abingdon Close, Wigston, Leicestershire, LE18 2EW. Tel: 0116 288 2566 Fax: 0116 257 3314 www.wigstoncentral.co.uk

	Address
South Wigston	South Wigston Health Centre, 80 Blaby Road, South Wigston, Leicestershire, LE18 4SE. Tel: 0116 278 2028 / 0116 244 4884 Fax: 0116 277 1518 http://www.southwigstonhealthcentre.nhs.uk/doctors,57254.htm

- 4.66 A crucial aspect for the Leicestershire health economy is that it works together as a whole area. To ensure that this is approached collaboratively, the NHS is working towards publishing a Leicester, Leicestershire and Rutland Sustainability and Transformation Plan (STP)¹⁰.
- 4.67 The STP sets out the actions that the NHS aims to deliver across the health and care system in Leicester, Leicestershire and Rutland (LLR) over the next five years in order to improve health outcomes for patients and ensure that services are safe and high quality, within the financial resources available. The Plan builds on the vision of the existing Better Care Together (BCT) programme that looks to support patients through every stage of life by helping children and parents so they have the very best start in life; helping people stay well in mind and body by caring for the most vulnerable and frail; and, to offer good care solutions for when life comes to an end.
- 4.68 The Council will continually seek to engage with the East Leicestershire and Rutland Clinical Commissioning Group (ELR CCG) in relation to what infrastructure requirements and strategies it intends to implement to address health and wellbeing; care and quality; and, finance and efficiency - the three 'gaps' that the NHS identifies as the driving force behind the STP's five-year plan for Leicester, Leicestershire and Rutland.
- 4.69 To ensure continual dialogue with the East Leicestershire and Rutland Clinical Commissioning Group (ELR CCG), the Council will engage with them regularly whilst updating the content of this document and ensure that they are kept up to date with any significant applications or approvals for new development over the course of the Plan period to 2031.

Accessibility

- 4.70 As infrastructure projects are proposed and developed, The Council will seek to engage with appropriate groups and stakeholders from the outset, to ensure that the needs of people with restricted mobility or ability is taken into account. The Equality Act (2010) addresses this issue nationally, but the infrastructure planning process locally will ensure that the needs of the Borough's population is at the forefront of decision making as through the delivery of new development.

Residential care provision

- 4.71 According to the draft Sustainability and Transformation Plan for Leicester, Leicestershire and Rutland¹¹, the total population is approximately just over 1 million with a forecasted increase over the next five years of 3.6% for children and young people, 1.7% for adults and 11.1% for older people. The age structure of the area is on par with the national average but there is a variation with Leicester having a higher population of young people and East Leicestershire and Rutland has more people age over 50.

¹⁰ Leicester, Leicestershire and Rutland Sustainability and Transformation Plan
<http://www.bettercareleicester.nhs.uk/>

¹¹ Leicester, Leicestershire and Rutland Sustainability and Transformation Plan (2016 draft version)
<http://www.bettercareleicester.nhs.uk/EasysiteWeb/getresource.axd?AssetID=46236>

4.71 Therefore, with a national trend of the population's life expectancy increasing, coupled with the wider population increases, this is placing an increased demand on the public services and resources available for health and social care provision. The Council recognises that there is a need to increase the range of residential care and support options available, and therefore, is committed to working in collaboration with the East Leicestershire and Rutland Clinical Commissioning Group (ELR CCG), Leicestershire County Council, and, suitable care providers and private sector investment partners over the forthcoming Plan period.

Indoor sports provision

4.72 The Council invested over £9 million in 2014-15 to build a new state-of-the-art leisure facility in Wigston and to redevelop the leisure complex at Parklands Leisure Centre in Oadby. Working closely with Sport England, the Council has assessed the current level of built sports facilities within the Borough, as well as the expected levels of need over the Plan period up to 2031. The assessment took into account the following typologies:

- Sports Halls
- Swimming Pools
- Small Halls / Community Venues

4.73 The assessment illustrated that the current level of provision of the built facilities described above are sufficient for the projected growth within the Borough over the Plan period up to 2031. Therefore, the Council will ensure that this level of provision is protected and will not support any net loss.

Playing pitches

4.74 The Playing Pitch Strategy analyses local need, demand and potential participation rates in relation to the main sports being played in the Borough of Oadby and Wigston (football, rugby, cricket, hockey and tennis) and has identified key areas where provision is either in under supply or could benefit from improvements. The recommendations from the Strategy relate to local facilities and therefore are picked up in the Local Infrastructure chapter of this report.

4.75 Strategic playing pitch facilities that are of benefit to a range of teams and stakeholders throughout the wider community must be in place to support both the demand to cater for matches and training needs in each sport. There are no strategic schemes currently identified, but this section has been included to allow future schemes to be considered for inclusion, as necessary over the plan-period.

4.76 The Borough Council will seek to work collaboratively with all of the statutory bodies, local clubs, key stakeholders including schools and public sector bodies, as well as relevant private sector bodies including the University of Leicester who have a number of key sites throughout the Borough.

4.77 Although the Playing Pitch Strategy focuses on the main sports that are played within the Borough, all sporting and recreational facilities should be supported where appropriate to ensure that all of the Borough's residents, employees and visitors have access to a wide range of opportunities to participate in sport and physical activity which suit their individual needs, interests and ability.

Community safety

Strategic Social and Community Infrastructure – Community Safety

Currently, there are no known infrastructure requirements to support the delivery of planned new growth in the context of Community Safety in the Borough.

- 4.78 The Borough Council is an active member of the Community Safety Partnership (CSP) and therefore is signed up to the objectives set out within the CSP Strategic Plan 2017 - 2020¹².
- 4.79 The primary purpose of the CSP is to make the Borough a safer place to live, work and visit. Everyone has a right to feel safe as they go about their daily lives and this can be achieved by all of us playing our part in tackling issues of crime and disorder.

Emergency Services – East Midlands Ambulance Service (EMAS) NHS Trust

- 4.80 The East Midlands Ambulance Service (EMAS) NHS Trust deliver emergency and non-emergency patient transport services across the Borough of Oadby and Wigston, as well as throughout the East Midlands. The EMAS employs more than 3,000¹³ staff at more than 60 locations and has two Emergency Operations Centres (EOCs) that receive around 2,000 calls every day.
- 4.81 The wider NHS Sustainability and Transformation Plans (STPs) are looking to assist the EMAS in its goal to look into ways of making a number of savings across the service.

Emergency Services – Leicestershire Fire and Rescue Service (LFRS)

- 4.82 The Leicestershire Fire and Rescue Service (LFRS) is the provider of fire and rescue services across Leicestershire. The Leicester, Leicestershire and Rutland Combined Fire Authority (CFA) is the governing body for the LFRS and their role is to provide is to ensure that they deliver an efficient fire and rescue service in accordance with the legislative requirements.
- 4.83 Towards 2020¹⁴ represents the five year plan for the Leicestershire Fire and Rescue Service (LFRS) and importantly for the Borough of Oadby and Wigston, the intention is to retain the Fire Station in Wigston to at least 2020. LFRS is predominantly funded through income received from local council tax, business rates and government grants.

Emergency services – Leicestershire Police

- 4.84 Leicestershire Police are responsible for providing policing services in the Borough and across the County. The Local Policing Directorate¹⁵ (LPD) covers eight local policing areas in

¹² CSP Strategic Plan 2017 - 2020 https://www.oadby-wigston.gov.uk/files/documents/oadby_and_wigston_community_safety_partnership_strategic_plan_2017_2020/Oadby%20%26%20Wigston%20CSP%20-%20Strategic%20Plan%202017-2020.pdf

¹³ East Midlands Ambulance Service NHS Trust 2017-18 to 2018-19 Annual Plan Summary <file:///C:/Users/Unclted/Downloads/Annual%20Plan%20Summary%202017-19%20MASTER%20FINAL%20-%20300317.pdf>

¹⁴ Leicestershire Fire and Rescue Service, Towards 2020 – Corporate and Integrated Risk Management Plan (IRMP) <http://www.leicestershire-fire.gov.uk/wp-content/uploads/2016/06/towards-2020-corporate-plan-and-irmp-2016-2020.pdf>

¹⁵ Local Policing Directorate <https://leics.police.uk/local-policing>

Leicestershire and the South Leicester Neighbourhood Policing Area (NPA) covers the Borough of Oadby and Wigston. The Police and Crime Commissioner (PCC) is responsible for ensuring efficient and effective policing in Leicestershire, as well as agreeing funding for the strategic direction of the force.

- 4.85 Blueprint 2020¹⁶ was originally launched as a five year strategy, although it is now seen as the strategy for the redesign of policing services across Leicester, Leicestershire and Rutland up to at least 2025. Blueprint 2020 considers a range of ways to save money, including through transformation of the organisation and looking at additional cost savings in relation to their property assets, fleet, equipment and potentially through employing fewer frontline and back office staff.
- 4.86 Blueprint 2020 identifies that Leicestershire Police receives its budget predominantly from government grants (67%) and then the remainder is raised via business rates and local council tax. Leicestershire Police often seeks additional funding from developers via S106 contributions when major new developments are proposed. Local authorities in Leicestershire must ensure that any requests for developer contributions towards policing infrastructure satisfy the three statutory tests in accordance with the Community Infrastructure Levy Regulations (2010), particularly in relation to the necessity and demonstrating that the contribution sought has a direct relationship with the proposed development.¹⁷

Emergency services - conclusion

- 4.87 The potential for an increase in the demand placed upon the emergency services by planned housing and employment growth is more complex than demand for other types of infrastructure such as education or transport. The emergency services throughout Leicester, Leicestershire and Rutland are primarily concentrating on efficiency savings and reducing expenditure as they continue to work through an operational transformation period. Therefore, as growth comes forward, the Borough Council must continue to liaise with the emergency services providers to fully assess their infrastructure needs.

Strategic Green Infrastructure

Strategic Green Infrastructure

Provision of cemetery and burial ground, south of Gartree Road, Oadby. This is to ensure that the Council has sufficient land available to provide for the Borough's cemetery and burial needs up to 2031.

Enhancement to the Grand Union Canal and the River Sense corridor tow paths and footpaths to strengthen accessibility for the local community and visitors to the Borough.

Enhancement of Brocks Hill Country Park to increase the range of activities, events and access to the open countryside for visitors.

Policy position for the protection and enhancement of green infrastructure

¹⁶ Blueprint 2020 <https://leics.police.uk/about-us/blueprint>

¹⁷ Leicestershire Local Planning Authorities and Leicestershire County Council: Claims for S106 Contributions by Leicestershire Police – Landmark Chambers Legal Opinion 25th July 2014

4.89 Natural England defines green infrastructure (GI) as

*'Green Infrastructure is a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability. Its design and management should also respect and enhance the character and distinctiveness of an area with regard to habitats and landscape types. **Green Infrastructure includes established green spaces and new sites and should thread through and surround the built environment and connect the urban area to its wider rural hinterland.** Consequently it needs to be delivered at all spatial scales from sub-regional to local neighbourhood levels, accommodating both accessible natural green spaces within local communities and often much larger sites in the urban fringe and wider countryside.'*¹⁸

4.90 The National Planning Policy Framework (NPPF) requires all local authorities to plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure value¹⁹.

4.91 The Infrastructure Delivery Plan should be read in conjunction with the following local documents as they contain valuable evidence base and policy guidance to support the both protection and enhancement of the Borough's green infrastructure assets:

- New Local Plan
- 6C's Green Infrastructure Strategy
- Green Infrastructure Plan
- Landscape Character Assessment
- Extended Phase 1 Habitat Survey
- Phase 1 Habitat Survey and Biodiversity Audit
- Green Wedge Review
- Green Wedge Management Strategy
- Conservation Areas Supplementary Planning Document
- Space for Wildlife: Leicester, Leicestershire & Rutland Biodiversity Action Plan
- Open Space, Sport and Recreation Facilities Study (Baseline)
- Play and Open Space Audit (Annual Update)
- Public Realm Strategy
- Developer Contributions Supplementary Planning Document

Green infrastructure plan

4.92 The Green Infrastructure Plan²⁰ provides a detailed overview of the Borough's complex and rich sources of valuable open spaces and biodiversity.

¹⁸ Green Infrastructure Guidance, Natural England, 2009, p.7

¹⁹ DCLG, 2016, National Planning Policy Framework, paragraph 114 <https://www.gov.uk/guidance/national-planning-policy-framework/11-conserving-and-enhancing-the-natural-environment>

²⁰ Oadby and Wigston Green Infrastructure Plan 2012 https://www.oadby-wigston.gov.uk/files/documents/green_infrastructure_plan_march_2012/Green%20Infrastructure%20Plan%20March%202012.pdf

4.93 The Council will seek to improve and incorporate green infrastructure linkages throughout new and existing sites. It is widely recognised that obtaining the necessary funding required to make these improvements is always difficult to obtain. The main sources of funding available to the Council include:

- S.106 developer contributions
- Lottery funding
- Natural England funding streams
- English Heritage funding streams
- Public sector grants (eg. Central, County and Local Government)

4.94 In areas where there are known specific requirements for improvements to green infrastructure, these are detailed under the 'Local Infrastructure' section in this IDP.

Parks and open spaces

4.95 The Council's Annual Play and Open Space Audit provides an overview of the following typologies of space within the Borough, and outlines where the supply of these types of open spaces are either adequate or deficient.

- Allotment Space
- Children and Young People Space
- Churchyards and Cemeteries
- Informal Open Space
- Natural Open Space
- Outdoor Sport
- Parks and Recreation Ground

4.96 Where there is an identified under supply of certain typologies, this helps to form the basis to protect existing or seek contributions towards the delivery of additional green infrastructure.

4.97 The requirement for each typology of open space is set out below in Table 4.4:

Table 4.4: Requirements for each typology of open space

Typology	Quantity Requirement
Parks and Recreation Grounds eg recreation grounds, parks, and formal gardens	0.50 hectares per 1000 residents
Outdoor Sports Space eg playing fields, football pitches, tennis courts, bowling greens, artificial pitches	As identified within the Council’s Playing Pitch Strategy
Children and Young Peoples Space eg sites with equipped play facilities	0.30 hectares per 1000 residents
Informal Open Space eg Spaces open to free and spontaneous use by the public, but neither laid out nor managed for a specific function such as a park, public playing field or recreation ground; nor managed as a natural or semi-natural habitat.	0.50 hectares per 1000 residents
Natural Open Space eg meadows, river floodplain, woodland, country parks, nature reserves	0.80 hectares per 1000 residents
Allotments eg growing produce, health, social inclusion and promoting sustainability	0.50 hectares per 1000 residents
Churchyard and Cemeteries There is no quantity requirement for these types of open space.	

Oadby Cemetery and Burial Allocation

4.98 The Local Plan allocates land south of Gartree Road, Oadby for cemetery and burial uses. Any cemetery or burial proposal for the site would need to be sufficiently evidenced and justified in terms of ground conditions and its size, scale, need, impact and use. The impact on the direct highway network would also need to be assessed against any proposal put forward. This land will ensure the Council has sufficient land available to provide for the Borough’s cemetery and burial needs up to 2031.

Grand Union Canal and River Sence corridors

4.99 The River Soar and Grand Union Canal Partnership 2016 – 2019 Action Plan²¹ recognises the important role that these ‘blue infrastructure’ assets play in the south of Leicestershire, including the section of the Grand Union Canal that passes through the Borough of Oadby and Wigston. The original Strategy also identified Kilby Bridge as a possible tourism hub location, due to the location of Kilby Bridge being approximately half way between Foxton and Leicester.

²¹ River Soar and Grand Union Canal Partnership 2016 – 2019 Action Plan
https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/2017/6/6/River_Soar_and_Grand_Union_Canal_Partnership.pdf

- 4.100 The Grand Union Canal was built between 1793 and 1814 as part of a pre-railway age national transport link, and has been protected from encroaching residential development so that it retains its fundamental rural character within the Borough.
- 4.101 The Grand Union Canal Conservation Area was designated by Leicestershire County Council in October 2000. It is a 48 kilometre long linear area extending from Welford on the Northamptonshire and Leicestershire border to the City of Leicester at Aylestone.
- 4.102 The Conservation Area covers the canal and its related facilities such as aqueducts, boatsheds, wharves, mileposts and bollards, lock keepers cottages, ponds, clay pits and canal side facilities.
- 4.103 The Canal towpath offers possibilities of walking either into Leicester or towards Foxton / Market Harborough, and joining up with existing footpaths into the countryside towards Countesthorpe.
- 4.104 It is therefore recognised that improvements and enhancements could be made to the canal tow paths and footpaths running adjacent to the Grand Union Canal and the River Sence corridors, as well as improvements to the natural habitats between the two.
- 4.105 Should more detailed schemes come forward as part of new developments in the vicinity of the corridor, they will be included in the 'Local Infrastructure' sections of this IDP.

Brocks Hill Country Park and Centre

- 4.106 Brocks Hill Country Park and Centre is situated within the Oadby and Wigston Green Wedge and is surrounded by mixed wildlife habitats including woodland, meadows, ponds and a community orchard which are all laid out with wheelchair and pram-friendly footpaths.
- 4.107 The Borough Council recently announced a new partnership agreement with leisure providers Sports Leisure Management Ltd (SLM). This partnership will see a series of improvements on the way for the Country Park and centre, including a greater range of physical activities, enhancing the on-site car parking facilities and pedestrian access in and around the park.
- 4.108 Should more specific and detailed infrastructure improvements come to light, these will be included within the 'Local Infrastructure' sections of this IDP.

Woodland and Hedgerows

- 4.109 A range of woodland areas have been identified in the Borough, mainly broad-leaved plantations. However the woodland is very fragmented and exists as scattered remnants of once larger stands, with the main woodland area being concentrated in Oadby at Fludes Lane Woodland. Brocks Hill Country Park in Oadby has increased the woodland potential through planting schemes since 1997.
- 4.110 Hedgerows provide important networks of linear corridors weaving through both the urban and rural landscape and provide the ability to link up woodland areas.
- 4.111 The Phase 1 Habitat Survey and Biodiversity Audit (2005) determined that there are circa 85km of hedgerow within the Borough, all of differing quality. Almost 7,000 metres of hedgerows were identified as being species-rich with trees which are of high biodiversity

value. Thirteen of the hedgerows met the Hedgerow Regulations with many more almost meeting the Hedgerow Regulation criteria.

4.112 The Council is committed to working hard to protect, enhance and create new woodland and hedgerows wherever it can. It is clear that where there are to be pressures for new development to come forward that there will be a loss of some important habitats, but the Council will work hard to ensure that losses are mitigated wherever possible by working in partnership with Leicestershire County Council's Ecology Services team, as well as by referring to the Extended Phase 1 Habitat Survey work that has been undertaken in support of the new Local Plan.

Biodiversity designations within the Borough

4.113 As set out in the Green Infrastructure Plan, the Council will seek to protect and enhance all of the designated green infrastructure assets in the Borough, including:

- Local Nature Reserves
- Local Wildlife Sites
- Sites of Special Scientific Interest
- Regionally Important Geological Sites (RIGs)
- Green Wedges
- Country Parks
- Parks and Open Spaces
- Allotments
- Public Rights of Way, Footpaths and Canal Towpaths
- Ponds, Streams, Rivers and Canals (also known as 'Blue Infrastructure' assets)

4.114 Any specific or detailed projects in relation to these designations will either be included in strategic or local infrastructure lists in the appendices.

5. Local Infrastructure – Direction for Growth Areas

This section of the Borough's Infrastructure Delivery Plan (IDP) should be updated in conjunction with the Council's current evidence base (as it evolves over the Plan period). The List of Local Infrastructure for the Direction for Growth Areas is set out in Appendix 2.

- 5.1 This chapter sets out the local infrastructure needs which relate specifically to the Borough's Direction for Growth Areas.

Wigston Direction for Growth Area (Phase 2)

- 5.2 Phase 1 of the Wigston Direction for Growth area in Wigston has been granted full planning permission (Ref. 16/00316/REM) for 450 homes, 2.5 ha of employment land and the associated infrastructure has been agreed as part of a S.106 legal agreement.
- 5.3 Phase 2 of the Wigston Direction for Growth Area (Policy 20 in the Local Plan) seeks to deliver at least 600 homes and in the region of 2.5 ha of employment land. Infrastructure identified as being necessary to serve the site and to ensure that it links up with its surroundings effectively is set out in **Appendix 2**.

Cottage Farm Direction for Growth Area (Phase 2)

- 5.4 Policy 21 of the Local Plan seeks to expand the current Cottage Farm site to the south-east of Oadby ('Phase 1') and form the Cottage Farm Direction for Growth Area. In addition to the 150 dwellings granted planning permission for 'Phase 1', Cottage Farm Direction for Growth Area 'Phase 2' seeks to allocate land for at least 250 new additional homes.
- 5.5 The required infrastructure needed to serve the site and to ensure that it links to its surroundings effectively is set out in **Appendix 2**.

Stoughton Grange Direction for Growth Area

- 5.6 Policy 18 of the Local Plan allocates land in the north of Oadby, for the Stoughton Grange Direction for Growth Area. This allocation seeks to deliver at least 300 new additional homes.
- 5.7 The following infrastructure is needed to serve the site and to ensure that it links to its surroundings effectively is set out in **Appendix 2**.

6. Local Infrastructure – Settlement Based Projects

This section of the Borough’s Infrastructure Delivery Plan (IDP) should be updated in conjunction with the Council’s current evidence base (as it evolves over the Plan period). The List of Local Infrastructure for Settlement Based Projects is set out in Appendix 3.

6.1 This chapter sets out the local infrastructure needs which relate specifically to the Borough’s significant local infrastructure projects that will not be delivered ‘on-site’ through the emerging ‘Direction for Growth Areas’ and have therefore been listed according to which settlement they are located within. The Borough’s four settlements are:

- Wigston
- Oadby
- South Wigston
- Kilby Bridge

6.2 The List of Local Infrastructure for Settlement Based Projects is set out in Appendix 3.

APPENDIX 1: STRATEGIC INFRASTRUCTURE

Strategic Physical Infrastructure: Summary of strategic infrastructure required to support the sustainable delivery of new development.

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
Transport: Roads					
Highways Network Area 4²² Movements through Wigston town centre - on Stonesby Ave/Aylestone Lane B5148, Leicester Road, Wakes Road, Long Street, on the A5199 from the Newton Lane/A5199 junction to the A563 and on Moat Street, Station Road through to the Blaby Road/Saffron Road junction in South Wigston.	Approx £2m to £4m to fund improvements to some of the junctions listed (not including land or utility diversion costs). Main risks are land acquisition and public utility diversion works.	S.278 agreements with developers Developer contribution(s)	Medium to long term, in accordance with delivery of strategic site(s)	Leicestershire County Council – Highways Authority Developers	Policies 2, 3, 26, and 46
Highways Network Area 5²³ Movements through Oadby South – on London Road, Leicester Road, The Parade, New Street B582, on Rosemead	£0.5m to £1.5m (not including land or utility diversion costs). Main risks	S.278 agreements with developers Developer contribution(s)	Medium to long term, in accordance with delivery of strategic site(s)	Leicestershire County Council – Highways Authority Developers	Policies 2, 3, 26, and 46

²² Highways Network Area 4 as detailed in the South East Leicestershire Local Transport Plan Evidence Study Phase 2 – Existing Highway Network Assessment Opportunities and Constraints (October 2017), Edwards and Edwards Consultancy Limited, on behalf of Oadby and Wigston Borough Council, Harborough District Council, Leicestershire County Council and Leicester City Council. https://www.oadby-wigston.gov.uk/files/documents/south_east_leicestershire_transport_study_final_report_2017/South%20East%20Leicestershire%20Transport%20Study%20-%20Final%20Report%202017.pdf

²³ Highways Network Area 5 as detailed in the South East Leicestershire Local Transport Plan Evidence Study Phase 2 – Existing Highway Network Assessment Opportunities and Constraints (October 2017), Edwards and Edwards Consultancy Limited, on behalf of Oadby and Wigston Borough Council, Harborough District Council, Leicestershire County Council and Leicester City Council. https://www.oadby-wigston.gov.uk/files/documents/south_east_leicestershire_transport_study_final_report_2017/South%20East%20Leicestershire%20Transport%20Study%20-%20Final%20Report%202017.pdf

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
Drive and Briar Walk.	public utility diversion works.				
Transport: Bus and Rail					
Improved bus services between key settlements and locations Improved services throughout the Borough.	Cost estimates are currently unavailable	Developer contributions and other funding streams	Phased up to 2031	Leicestershire County Council – Highways Authority OWBC	Policies 2, 3, 26, and 46
Utilities: Electricity					
Connections, reinforcements and / or improvements to electricity infrastructure throughout Borough Required to serve growing population on a site by site basis.	Cost estimates are currently unavailable	Western Power Distribution Developer contribution(s)	2016 - 2031	Western Power Distribution Developer(s)	Policies 2, 3, 11, 17, 18, 19, 20, 21 and 46
Utilities: Gas					
Connections, reinforcements and / or improvements to gas infrastructure throughout Borough Required to serve growing population on a site by site basis.	Cost estimates are currently unavailable	Cadent Developer contribution(s)	2016 - 2031	Cadent Developer(s)	Policies 2, 3, 11, 17, 18, 19, 20, 21 and 46
Water and Wastewater					
Connections, reinforcements and / or improvements to water and wastewater infrastructure throughout Borough Required to serve growing population on a site by site	Cost estimates are currently unavailable	Severn Trent Water Developer contribution(s)	2016 - 2031	Severn Trent Water Developer(s)	Policies 2, 3, 11, 17, 18, 19, 20, 21 and 46

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
basis.					
Telecommunications and Broadband					
Telecomms infrastructure Required to serve growing population in the Borough	Cost estimates are currently unavailable	Privately funded Developer contributions	2016 - 2031	Internet service providers e.g. BT, Sky, Virgin Media, Talk Talk, EE Mobile phone operators e.g. EE, O2, 3, Vodafone	Policies 2, 3, 11, 17, 18, 19, 20, 21 and 46
Broadband infrastructure Required to serve growing population in the Borough	Cost estimates are currently unavailable	Privately funded Developer contributions Superfast Leicestershire	2016 - 2031	BT, Virgin Media, other broadband service providers Superfast Leicestershire	Policies 2, 3, 11, 17, 18, 19, 20, 21 and 46
Town Centre, Gateway and Borough-wide Improvements: Car Parking and Public Realm					
Wigston town centre public car parking provision and public realm enhancements Ensure no net loss of overall number of public spaces	Cost estimates are currently unavailable	Developer contributions Potential LLEP growth funding OWBC	2016 - 2031	Private sector led via development agreements with OWBC OWBC Leicestershire County Council	Policies 2, 3, 27, 28 and 46
Oadby district centre public car parking provision and public realm enhancements Ensure no net loss of overall number of public spaces	Cost estimates are currently unavailable	Developer contributions Potential LLEP growth funding OWBC	2016 - 2031	Private sector led via development agreements with OWBC OWBC Leicestershire County Council	Policies 2, 3, 27, 28 and 46
Borough wide public realm enhancements	Cost estimates are currently unavailable	Developer contributions Potential LLEP	2016 - 2031	Developer contributions OWBC	Policies 10 and 46

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
Specific areas or projects are highlighted under 'Local Infrastructure'		growth funding OWBC		Leicestershire County Council	

Strategic Social and Community Infrastructure: Summary of improvements needed that will arise either directly, indirectly or cumulatively as a result of development impacts.

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
Housing Mix					
<p>A range of housing and accommodation types and tenures throughout the Borough to meet identified needs in line with policies in the Local Plan.</p> <p>Including:</p> <ul style="list-style-type: none"> • Affordable housing • Retirement and / or extra-care housing for the elderly and young people • Housing to meet the needs of mobility impaired people 	<p>The cost will vary depending upon the scale and nature of each development.</p> <p>Delivery will be largely on-site, although off-site contributions could be sought if appropriate.</p>	<p>Sources will vary, but will be through a combination of private and public sector, grant aid, developer contributions (S106).</p> <p>Levels of affordable housing to be determined in accordance with Local Plan policy.</p>	<p>Throughout the plan period of 2016 – 2031 in line with the housing trajectory.</p>	<p>Mainly developers, but schemes could vary.</p>	<p>Policies 2, 11, 13, 14, 16, 17, 18, 19, 20, 21 and 46.</p>
Education and Skills					
<p>New Primary School to the south-east of Wigston on the land allocated for the Wigston Direction for Growth.</p> <p>Details set out under Local Infrastructure section to avoid double-counting and duplication.</p>	<p>See Local Infrastructure</p>	<p>See Local Infrastructure</p>	<p>See Local Infrastructure</p>	<p>See Local Infrastructure</p>	<p>See Local Infrastructure</p>
<p>Contributions towards existing primary and / or secondary schools and / or Special Educational Needs and Disability Facilities</p>	<p>Cost estimates are currently unavailable</p>	<p>Developer contributions.</p>	<p>Throughout the plan period of 2016 – 2031.</p>	<p>Leicestershire County Council.</p>	<p>Policies 18 and 46</p>

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
Contributions will be sought from all major developments to in order to increase capacity of existing schools, as deemed necessary, reflecting increased demand within their catchment areas.					
Community Provision					
<p>No projects identified.</p> <p>Detailed area and site specific proposals are covered under 'Local infrastructure' but also included here to allow for new, strategic community projects to emerge over the plan-period.</p>	Cost estimates are currently unavailable.	See Local Infrastructure	See Local Infrastructure	See Local Infrastructure	See Local Infrastructure
Health and Wellbeing					
<p>Enhance health provision in Oadby</p> <p>New facility to provide accommodation for a range of users, including, GP's, urgent care and diagnostics.</p>	Cost estimates are currently unavailable because a site has yet to be confirmed.	<p>NHS England</p> <p>East Leicestershire and Rutland Clinical Commissioning Group (ELR CCG)</p> <p>General Practitioners.</p>	Site not yet identified so timing difficult to estimate.	<p>NHS England</p> <p>ELR CCG</p> <p>GPs</p>	Policies 5, 7, and 46.
<p>Improvements to playing pitch provision in line with the Playing Pitch Strategy</p> <p>Specific areas of deficiency or need will be highlighted</p>	Schemes will vary throughout the Borough.	See Local Infrastructure	See Local Infrastructure	See Local Infrastructure	See Local Infrastructure

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
under 'Local Infrastructure'.					
Community Safety					
<p>Improvements to emergency services infrastructure</p> <p>Specific areas of deficiency or need for East Midlands Ambulance Service (EMAS), Leicestershire Fire and Rescue Service (LFRS) and Leicestershire Police, will be highlighted, as necessary, under 'Local Infrastructure'.</p>	<p>Cost estimates are currently unavailable.</p>	<p>See Local Infrastructure</p>	<p>See Local Infrastructure</p>	<p>See Local Infrastructure</p>	<p>See Local Infrastructure</p>

Strategic Green Infrastructure: Summary of improvements needed that will arise either directly, indirectly or cumulatively as a result of development impacts.

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
Parks and Open Spaces					
<p>New Cemetery and Burial Ground</p> <p>Land south of Gartree Road, Oadby</p> <p>(For more details, refer to the Local Plan).</p>	Cost estimates are currently unavailable.	<p>Developer contributions</p> <p>Private sector investment</p> <p>OWBC</p>	Throughout the plan period of 2016 – 2031.	<p>Private sector</p> <p>OWBC</p>	Policies 3, 7, 18, 43, 44 and 46.
<p>Improvements to parks and open spaces, including tree planting schemes, throughout the Borough</p> <p>Specific areas or projects are highlighted under 'Local Infrastructure'</p>	Cost estimates are currently unavailable.	<p>Developer contributions</p> <p>Private sector investment</p> <p>OWBC</p> <p>Grants or external funding sources</p>	Throughout the plan period of 2016 – 2031.	OWBC	Policies 5, 8, 9, 10, 42, 43, 44, 45, and 46.
Grand Union Canal and River Sence Corridors					
<p>Grand Union Canal and River Sence Corridor</p> <p>Enhancements to canal tow paths and footpaths running adjacent to and within the Grand Union Canal and River Sence corridor</p>	Cost estimates are currently unavailable.	<p>Developer contributions</p> <p>Private sector investment</p> <p>OWBC</p> <p>Grants or external funding sources</p>	Throughout the plan period of 2016 – 2031.	Will vary depending upon the project but OWBC to provide strategic context in partnership with others.	Policies 8, 9, 10, 17, 44 and 46.
Brocks Hill Country Park and Centre					
<p>Brocks Hill Country Park and Centre improvements programme</p> <p>Country park and facility enhancements to increase capacity</p>	Cost estimates are currently unavailable.	<p>SLM</p> <p>OWBC</p>	Short term 2017 – 2020	<p>SLM</p> <p>OWBC</p>	Policies 5, 7, 9, 42, 43 and 44.

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
Biodiversity designations within the Borough					
<p>Improvements to biodiversity designations, as necessary, throughout the Borough</p> <p>Specific areas or projects are highlighted under 'Local Infrastructure'</p>	<p>Cost estimates are currently unavailable.</p>	<p>Developer contributions</p> <p>Private sector investment</p> <p>OWBC</p> <p>Grants or external funding sources</p>	<p>Throughout the plan period of 2016 – 2031.</p>	<p>OWBC</p>	<p>Policies 8, 9, 44 and 46.</p>

APPENDIX 2:

LOCAL INFRASTRUCTURE – DIRECTION FOR GROWTH AREAS

Wigston Direction for Growth Area (Phase 2) – site specific infrastructure needs.

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
Local Physical Infrastructure – Wigston Direction for Growth Area (Phase 2)					
<p>A roundabout site access from Welford Road (A5199), Wigston into the site</p> <p>Required to provide a 2nd vehicular access into the Wigston Direction for Growth Area and to provide vehicular access into the southern area of the site for further residential and employment land.</p>	Cost estimates are currently unavailable.	<p>Developer contributions via S.106 / S.278</p> <p>Leicestershire County Council – Highways Department</p> <p>Grant funding</p>	To be agreed between developer and Highways Department	<p>Developer</p> <p>Leicestershire County Council – Highways Department</p>	Policies 20 and 46.
<p>New road through site</p> <p>A link road through the site allowing all parts of the site (including Phase 1) to be accessed from Newton Lane and Welford Road (roundabout).</p>	Cost estimates are currently unavailable.	Developer contributions via S.106 / S.278	To be agreed between developer and Highways Department	<p>Developer</p> <p>Leicestershire County Council – Highways Department</p>	Policies 20 and 46.
<p>Off-site transport infrastructure or financial contribution</p> <p>Off-site transport infrastructure or financial contributions towards off site transport infrastructure will be</p>	Cost estimates are currently unavailable – cost will vary.	Developer contributions via S.106 / S.278	<p>To be agreed between developer and Leicestershire County Council – Highways Department</p> <p>Usually alongside first occupation</p>	<p>Developer</p> <p>Leicestershire County Council – Highways Department</p>	Policies 18, 26 and 46

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
<p>required to make the development sustainable.</p> <p>This will be done so by taking account of the South East Leicestershire Local Transport Plan Evidence Study (2017)²⁴ and its included mitigation measures.</p>					
<p>Public transport infrastructure</p> <p>Provision of an appropriate number of bus stops and associated infrastructure, including shelters and information display boards on-site as well as off-site, to allow for a sustainable method of public transport linking the site to Wigston town centre and Leicester City Council.</p>	Cost estimates are currently unavailable – cost will vary	Developer contributions via S.106 / S.278	<p>To be agreed between developer and Leicestershire County Council – Highways Department</p> <p>Usually alongside first occupation</p>	Developer Leicestershire County Council – Highways Department	Policies 20, 26, 38 and 46.
<p>High quality public realm, cycle ways and footpath infrastructure</p> <p>High quality public realm should be incorporated throughout the</p>	Cost estimates are currently unavailable – cost will vary	Developer contributions via S.106	Alongside construction	Developer Leicestershire County Council – Highways Department OWBC	Policies 5, 20, 26, 38 and 46.

²⁴ South East Leicestershire Local Transport Plan Evidence Study Phase 2 – Existing Highway Network Assessment Opportunities and Constraints (October 2017), Edwards and Edwards Consultancy Limited, on behalf of Oadby and Wigston Borough Council, Harborough District Council, Leicestershire County Council and Leicester City Council. https://www.oadby-wigston.gov.uk/files/documents/south_east_leicestershire_transport_study_final_report_2017/South%20East%20Leicestershire%20Transport%20Study%20-%20Final%20Report%202017.pdf

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
<p>scheme, in accordance with the principles as set out within the Council's Public Realm Strategy Supplementary Planning Document (2012)²⁵.</p> <p>Cycle paths and pedestrian movement footpaths must be incorporated to be direct, convenient, attractive, safe and overlooked where possible. These are to be supported by an internal network of green corridors linking to those beyond the development, allowing access to the countryside and to the adjoining Principal Urban Area.</p>					
<p>Smarter Travel Choices</p> <p>Residents within the development should be made aware of the options available to them to reduce car usage.</p>	Cost will vary	Developer contributions	Alongside construction	Developer Leicestershire County Council – Highways Department OWBC	Policies 20, 26 and 46.
<p>Measures to address water supply and waste water treatment</p> <p>See Strategic</p>	Cost will vary – see Strategic Physical Infrastructure	See Strategic Physical Infrastructure	To be agreed between developer and Severn Trent Water.	Developer Severn Trent Water.	Policies 2, 3, 11, 20 and 46

²⁵ Public Realm Strategy Supplementary Planning Document (2012), https://www.oadby-wigston.gov.uk/pages/draft_public_realm_strategy_spd

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
Physical Infrastructure.					
<p>Measures to address relocation of existing and provision of new utility infrastructure (gas and electricity) to accommodate new development</p> <p>See Strategic Physical Infrastructure.</p>	Cost will vary – see Strategic Physical Infrastructure	See Strategic Physical Infrastructure	To be agreed between developer and utility providers.	Developer Utility providers.	Policies 2, 3, 11, 20 and 46
<p>Flood mitigation infrastructure</p> <p>Provision of any necessary flood mitigation measures, the provision of sustainable drainage solutions and a sustainable management strategy for the maintenance of these.</p>	Costs will vary	Developer, potentially via S.106 depending upon the design of the scheme	Alongside construction	Developer Environment Agency Leicestershire County Council - Lead Local Flood Authority (LLFA) OWBC	Policies 3, 20, 38, 39 and 46
<p>Broadband infrastructure</p> <p>Required to serve all new development. See Strategic Physical Infrastructure.</p>	Cost estimates are currently unavailable.	See Strategic Physical Infrastructure.	See Strategic Physical Infrastructure.	See Strategic Physical Infrastructure.	See Strategic Physical Infrastructure.
Local Social and Community Infrastructure – Wigston Direction for Growth Area (Phase 2)					
<p>A mix of house types, sizes and tenures</p> <p>At least 600 new homes, which at least 20 per cent</p>	Costs will vary	Developer contributions Public sector Registered providers	Alongside construction	Developer in partnership with other organisations, as appropriate.	Policies 11, 13, 14, 16, 20 and 46

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
should be affordable. Delivery of the affordable dwellings will address local housing needs and shall be indistinguishable from open market housing.		Housing Association Grant funding			
Self Build and Custom Build plots Provision of Self Build and Custom Build plots, to meet the identified local need at the time of the planning application submission.	Costs will vary	Developer contributions Private investment	To be determined through the consideration of a planning application.	Developer in partnership with individuals interested in the plots.	Policies 11, 14, 20 and 46
New Primary School (on-site) A one form entry (1 FE) primary school will be provided on-site as part of Phase 2 and will be positioned in a location to allow further expansion should demand be identified in the future.	Cost estimates are currently unavailable	Developer contributions Leicestershire County Council	Phasing / trigger points to be agreed with Leicestershire County Council	Developer Leicestershire County Council	Policies 3, 20 and 46
Contributions towards existing secondary schools and / or Special Educational Needs and Disability Contributions will be sought from all major developments to in order to increase capacity of existing schools, as	Cost estimates are currently unavailable	Developer contributions Leicestershire County Council	Throughout the plan period of 2016 – 2031.	Leicestershire County Council.	Policies 20 and 46

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
deemed necessary, reflecting increased demand within their catchment areas.					
<p>Community 'Hub' (on-site)</p> <p>Formation of a new Local Centre (at least 3 units) – that contributes towards the provision of A1, A3 or A4 uses.</p>	Costs will vary.	Developer contributions	Alongside construction	Developer	Policies 3, 20, 23 and 46.
<p>A community facility building (including changing facilities) on-site.</p> <p>To be delivered alongside playing pitches (see 'Local Green Infrastructure' below). The community facility could potentially be delivered as part of or separate from the new primary school, provided that the two uses could operate independently from one another.</p>	Cost estimates are currently unavailable	Developer contributions	Alongside construction	Developer	Policies 7, 20 and 46.
Local Green Infrastructure – Wigston Direction for Growth Area (Phase 2)					
<p>On-site open space – Allotments</p> <p>New allotment space to be provided in accordance with the Open Space, Sport and Recreation Facilities policy at a rate of 0.50 hectares per 1000 residents.</p>	Costs will vary	Developer contributions	Alongside development of the site, with an ongoing programme for maintenance	Developer in partnership with OWBC	Policies 5, 7, 8, 9, 20 and 46

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
<p>On-site open space – Outdoor Sports Space (e.g. playing pitches)</p> <p>New playing pitches to be provided in accordance with the Council’s Playing Pitch Strategy (2017).</p>	Costs will vary	Developer contributions	Alongside development of the site, with an ongoing programme for maintenance	Developer in partnership with OWBC	Policies 5, 7, 8, 9, 20 and 46
<p>On-site open space – Children and Young Peoples Space</p> <p>New children and young people’s space (e.g. equipped play area) to be provided in accordance with the Open Space, Sport and Recreation Facilities policy at a rate of 0.30 hectares per 1000 residents.</p>	Costs will vary	Developer contributions	Alongside development of the site, with an ongoing programme for maintenance	Developer in partnership with OWBC	Policies 5, 7, 8, 9, 20 and 46
<p>On-site open space – Informal Open Space</p> <p>New informal open space to be provided in accordance with the Open Space, Sport and Recreation Facilities policy at a rate of 0.50 hectares per 1000 residents.</p> <p>All new landscaping must assist in assimilating this development into the wider landscape and topography. Within parks, open spaces, streets and</p>	Costs will vary	Developer contributions	Alongside development of the site, with an ongoing programme for maintenance	Developer in partnership with OWBC	Policies 5, 7, 8, 9, 20 and 46

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
public areas, new planting schemes will be sited and selected to include sufficient space above and below the surface to allow for large canopy trees to fully mature.					
<p>Improved management of Barnpool Meadow Local Wildlife Site</p> <p>Conserve and enhance the full extent of the mesotrophic grassland and where possible, integrate as part of the open spaces network.</p>	Cost estimates are currently unavailable	Developer contributions	Alongside development of the site	Developer Environment Agency Leicestershire County Council OWBC	Policies 8, 20, 37, 43, 44 and 46
<p>Improved management of water quality and aquifer</p> <p>Conserve and enhance land between and water quality at Barnpool Meadow Local Wildlife Site, the Grand Union Canal and Limedelves SSSI.</p>	Cost estimates are currently unavailable	Developer contributions	Alongside development of the site	Developer Environment Agency Natural England Canal and River Trust Leicestershire County Council OWBC	Policies 8, 20, 37, 43, 44 and 46
<p>Establish footpath links to encourage pedestrian access into Strategic Green Infrastructure Corridors</p> <p>To the north (Brocks Hill Country Park)</p>	Cost estimates are currently unavailable	Developer contributions	Alongside development of the site	Developer Canal and River Trust Leicestershire County Council	Policies 5, 8, 9, 10, 20, 43 and 46.

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
and to the south (Grand Union Canal and River Sence) and Kilby Bridge.				OWBC	
<p>Protect and enhance existing high quality hedgerows and significant and / or veteran trees</p> <p>The development should seek to retain and enhance existing high quality hedgerows, significant and / or veteran trees and species rich habitats within the site and to its edges.</p>	Cost estimates are currently unavailable	Developer contributions	Alongside development of the site	Developer Leicestershire County Council OWBC	Policies 8, 10, 20, 37, 38, 39, 43 and 44.

Cottage Farm Direction for Growth Area (Phase 2) – site specific infrastructure needs.

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
Local Physical Infrastructure – Cottage Farm Direction for Growth Area (Phase 2)					
<p>New vehicular access junction (to be implemented as part of Phase 1)</p> <p>Vehicular access into the growth area will be directly off the A6.</p>	Cost estimates are currently unavailable.	Developer contributions via S.106 / S.278	To be agreed between developer and Highways Department	Developer Leicestershire County Council – Highways Department	Policies 21 and 46
<p>New road through site</p> <p>A link road through the site allowing all parts of the site (including Phase 1) to be accessible, as well as links to Coombe Park and its extension.</p>	Cost estimates are currently unavailable.	Developer contributions via S.106 / S.278	To be agreed between developer and Highways Department	Developer Leicestershire County Council – Highways Department	Policies 21 and 46
<p>Off-site transport infrastructure or financial contribution</p> <p>Off-site transport infrastructure or financial contributions towards off site transport infrastructure will be required to make the development sustainable.</p> <p>This will be done so by taking account of the South East Leicestershire Local Transport Plan</p>	Cost estimates are currently unavailable – cost will vary	Developer contributions via S.106 / S.278	To be agreed between developer and Leicestershire County Council – Highways Department Usually alongside first occupation	Developer Leicestershire County Council – Highways Department	Policies 18, 26 and 46

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
Evidence Study (2017) ²⁶ and its included mitigation measures.					
<p>Public transport infrastructure</p> <p>Provision of an appropriate number of bus stops and associated infrastructure, including shelters and information display boards on-site as well as off-site, to allow for a sustainable method of public transport linking the site to Oadby district centre and Leicester city centre.</p>	Cost estimates are currently unavailable – cost will vary	Developer contributions via S.106 / S.278	<p>To be agreed between developer and Leicestershire County Council – Highways Department</p> <p>Usually alongside first occupation</p>	<p>Developer</p> <p>Leicestershire County Council – Highways Department</p>	Policies 21, 26, 38 and 46
<p>High quality public realm, cycle ways and footpath infrastructure</p> <p>High quality public realm should be incorporated throughout the scheme, in accordance with the principles as set out within the Council's Public Realm Strategy Supplementary</p>	Cost estimates are currently unavailable – cost will vary	Developer contributions via S.106	Alongside construction	<p>Developer</p> <p>Leicestershire County Council – Highways Department</p> <p>OWBC</p>	Policies 3, 5, 6, 10, 21, 26 and 46

²⁶ South East Leicestershire Local Transport Plan Evidence Study Phase 2 – Existing Highway Network Assessment Opportunities and Constraints (October 2017), Edwards and Edwards Consultancy Limited, on behalf of Oadby and Wigston Borough Council, Harborough District Council, Leicestershire County Council and Leicester City Council. https://www.oadby-wigston.gov.uk/files/documents/south_east_leicestershire_transport_study_final_report_2017/South%20East%20Leicestershire%20Transport%20Study%20-%20Final%20Report%202017.pdf

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
<p>Planning Document (2012)²⁷.</p> <p>Cycle paths and pedestrian movement footpaths must be incorporated to be direct, convenient, attractive, safe and overlooked where possible. These are to be supported by an internal network of green corridors linking to those beyond the development, allowing access to the countryside and to the adjoining Principal Urban Area.</p>					
<p>Enhance pedestrian links through to Coombe Park and to education facilities in Oadby</p> <p>Provide a suitably accessible and safe pedestrian access through the site, linking into Coombe Park and nearby schools on Ridge Way and Howdon Road, Oadby.</p>	Costs will vary	Developer contributions	Alongside development of the site, with an ongoing programme for maintenance	Developer Leicestershire County Council OWBC	Policies 5, 7, 9, 10, 21 and 46
<p>Smarter Travel Choices</p> <p>Residents within the development should be made aware of the options available</p>	Cost will vary	Developer contributions	Alongside construction	Developer Leicestershire County Council – Highways Department	Policies 21, 26 and 46

²⁷ Public Realm Strategy Supplementary Planning Document (2012), https://www.oadby-wigston.gov.uk/pages/draft_public_realm_strategy_spd

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
to them to reduce car usage.				OWBC	
<p>Measures to address water supply and waste water treatment</p> <p>See Strategic Physical Infrastructure.</p>	Cost will vary – see Strategic Physical Infrastructure	See Strategic Physical Infrastructure	To be agreed between developer and Severn Trent Water.	Developer Severn Trent Water.	Policies 2, 3, 11, 21 and 46
<p>Measures to address relocation of existing and provision of new utility infrastructure (gas and electricity) to accommodate new development</p> <p>See Strategic Physical Infrastructure.</p>	Cost will vary – see Strategic Physical Infrastructure	See Strategic Physical Infrastructure	To be agreed between developer and utility providers.	Developer Utility providers.	Policies 2, 3, 11, 21 and 46
<p>Flood mitigation infrastructure</p> <p>Provision of any necessary flood mitigation measures, the provision of sustainable drainage solutions and a sustainable management strategy for the maintenance of these.</p>	Costs will vary	Developer, potentially via S.106 depending upon the design of the scheme	Alongside construction	Developer Environment Agency Leicestershire County Council - Lead Local Flood Authority (LLFA) OWBC	Policies 3, 21, 38, 39 and 46
<p>Broadband infrastructure</p> <p>Required to serve all new development. See Strategic Physical Infrastructure.</p>	Cost estimates are currently unavailable.	See Strategic Physical Infrastructure.	See Strategic Physical Infrastructure.	See Strategic Physical Infrastructure.	See Strategic Physical Infrastructure.

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
Local Social and Community Infrastructure – Cottage Farm Direction for Growth Area (Phase 2)					
<p>A mix of house types, sizes and tenures</p> <p>At least 250 new homes, which at least 30 per cent should be affordable. Delivery of the affordable dwellings will address local housing needs and shall be indistinguishable from open market housing.</p>	Costs will vary	<p>Developer contributions</p> <p>Public sector</p> <p>Registered providers</p> <p>Housing Association</p> <p>Grant funding</p>	Alongside construction	Developer in partnership with other organisations, as appropriate.	Policies 11, 13, 14, 16, 21 and 46
<p>A community facility building</p> <p>Off-site contribution towards a community facility building in Oadby and / or the extension and refurbishment of Coombe Park pavilion, including further car parking.</p>	Costs will vary.	Developer contributions	Alongside construction	Developer	Policies 7, 9, 21 and 46
<p>Contributions towards existing primary and / or secondary schools and / or Special Educational Needs and Disability Schools</p> <p>Contributions will be sought from all major developments to in order to increase capacity of existing schools, as deemed necessary, reflecting increased</p>	Cost estimates are currently unavailable	<p>Developer contributions.</p> <p>Leicestershire County Council</p>	Throughout the plan period of 2016 – 2031.	Leicestershire County Council	Policies 21 and 46

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
demand within their catchment areas.					
<p>Self Build and Custom Build plots</p> <p>Provision of Self Build and Custom Build plots, to meet the identified local need at the time of the planning application submission.</p>	Costs will vary	<p>Developer contributions</p> <p>Private investment</p>	To be determined through the consideration of a planning application.	Developer in partnership with individuals interested in the plots.	Policies 11, 14, 21 and 46
Local Green Infrastructure – Cottage Farm Direction for Growth Area (Phase 2)					
<p>On-site open space – Allotments</p> <p>New allotment space to be provided in accordance with the Open Space, Sport and Recreation Facilities policy at a rate of 0.50 hectares per 1000 residents.</p>	Costs will vary	Developer contributions	Alongside development of the site, with an ongoing programme for maintenance	Developer in partnership with OWBC	Policies 5, 7, 8, 9, 21 and 46
<p>On or off-site open space – Outdoor Sports Space (e.g. playing pitches)</p> <p>New playing pitches to be provided in accordance with the Council’s Playing Pitch Strategy (2017). This could include contributions to the contributions to the potential extension of Coombe Park, Oadby.</p>	Costs will vary	Developer contributions	Alongside development of the site, with an ongoing programme for maintenance	Developer in partnership with OWBC	Policies 5, 7, 8, 9, 21, 46
<p>On-site open space – Children and Young Peoples Space</p>	Costs will vary	Developer contributions	Alongside development of the site, with an ongoing	Developer in partnership with OWBC	Policies 5, 7, 8, 9, 21, 46

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
New children and young people's space (e.g. equipped play area) to be provided in accordance with the Open Space, Sport and Recreation Facilities policy at a rate of 0.30 hectares per 1000 residents.			programme for maintenance		
<p>On-site open space – Informal Open Space</p> <p>New informal open space to be provided in accordance with the Open Space, Sport and Recreation Facilities policy at a rate of 0.50 hectares per 1000 residents.</p> <p>All new landscaping must assist in assimilating this development into the wider landscape and topography. Within parks, open spaces, streets and public areas, new planting schemes will be sited and selected to include sufficient space above and below the surface to allow large canopy trees to fully mature.</p>	Costs will vary	Developer contributions	Alongside development of the site, with an ongoing programme for maintenance	Developer in partnership with OWBC	Policies 5, 7, 8, 9, 21, 46
Protect and enhance existing high quality hedgerows and significant and / or veteran trees	Cost estimates are currently unavailable	Developer contributions	Alongside development of the site	Developer Leicestershire County Council	Policies 8, 10, 21, 37, 38, 39, 43 and 44.

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
The development should seek to retain and enhance existing high quality hedgerows, significant and / or veteran trees and species rich habitats within the site and to its edges.				OWBC	

Stoughton Grange Direction for Growth Area – site specific infrastructure needs.

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
Local Physical Infrastructure – Stoughton Grange Direction for Growth Area					
<p>New vehicular access junctions</p> <p>At least two vehicular access points, one off Gartree Road and one off Stoughton Road, for the land area to the south of Gartree Road.</p> <p>At least one further vehicular access point off Gartree Road for the land area to the north of Gartree Road.</p>	Cost estimates are currently unavailable.	Developer contributions via S.106 / S.278	To be agreed between developer and Highways Department	Developer Leicestershire County Council – Highways Department	Policies 18 and 46
<p>Safeguard land for potential transport route</p> <p>Safeguarding of the potential transport route (former Eastern District Distributor Road).</p>	Cost estimates are currently unavailable.	Leicestershire County Council – Highways Department	2016 - 2031	Leicestershire County Council – Highways Department	Policies 18, 26 and 46
<p>Off site transport infrastructure or financial contribution</p> <p>Off site transport infrastructure or financial contributions towards off site transport infrastructure will be required to make the development sustainable.</p> <p>This will be done so</p>	Cost estimates are currently unavailable – cost will vary	Developer contributions via S.106 / S.278	To be agreed between developer and Leicestershire County Council – Highways Department Usually alongside first occupation	Developer Leicestershire County Council – Highways Department	Policies 18, 26 and 46

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
by taking account of the South East Leicestershire Local Transport Plan Evidence Study (2017) ²⁸ and its included mitigation measures.					
<p>Public transport infrastructure</p> <p>Provision of an appropriate number of bus stops and associated infrastructure, including shelters and information display boards on-site as well as off-site, to allow for a sustainable method of public transport linking the site to Oadby district centre and Leicester city centre.</p>	Cost estimates are currently unavailable – cost will vary	Developer contributions via S.106 / S.278	<p>To be agreed between developer and Leicestershire County Council – Highways Department</p> <p>Usually alongside first occupation</p>	<p>Developer</p> <p>Leicestershire County Council – Highways Department</p>	Policies 18, 26, 38 and 46
<p>High quality public realm, cycle ways and footpath infrastructure</p> <p>High quality public realm should be incorporated throughout the scheme, in accordance with the principles as set out within the Council's Public Realm</p>	Cost estimates are currently unavailable – cost will vary	Developer contributions via S.106	Alongside construction	<p>Developer</p> <p>Leicestershire County Council – Highways Department</p> <p>OWBC</p>	Policies 3, 5, 6, 10, 18, 26 and 46

²⁸ South East Leicestershire Local Transport Plan Evidence Study Phase 2 – Existing Highway Network Assessment Opportunities and Constraints (October 2017), Edwards and Edwards Consultancy Limited, on behalf of Oadby and Wigston Borough Council, Harborough District Council, Leicestershire County Council and Leicester City Council. https://www.oadby-wigston.gov.uk/files/documents/south_east_leicestershire_transport_study_final_report_2017/South%20East%20Leicestershire%20Transport%20Study%20-%20Final%20Report%202017.pdf

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
<p>Strategy Supplementary Planning Document (2012)²⁹.</p> <p>Cycle paths and pedestrian movement footpaths must be incorporated to be direct, convenient, attractive, safe and overlooked where possible. These are to be supported by an internal network of green corridors linking to those beyond the development, allowing access to the countryside and to the adjoining Principal Urban Area.</p>					
<p>Smarter Travel Choices</p> <p>Residents within the development should be made aware of the options available to them to reduce car usage.</p>	Cost will vary	Developer contributions	Alongside construction	Developer Leicestershire County Council – Highways Department OWBC	Policies 21, 26 and 46
<p>Measures to address water supply and waste water treatment</p> <p>See Strategic Physical Infrastructure.</p>	Cost will vary – see Strategic Physical Infrastructure	See Strategic Physical Infrastructure	To be agreed between developer and Severn Trent Water.	Developer Severn Trent Water.	Policies 2, 3, 11, 21 and 46
<p>Measures to address relocation of</p>	Cost will vary – see Strategic	See Strategic Physical	To be agreed between	Developer	Policies 2, 3, 11, 21

²⁹ Public Realm Strategy Supplementary Planning Document (2012), https://www.oadby-wigston.gov.uk/pages/draft_public_realm_strategy_spd

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
<p>existing and provision of new utility infrastructure (gas and electricity) to accommodate new development</p> <p>See Strategic Physical Infrastructure.</p>	Physical Infrastructure	Infrastructure	developer and utility providers.	Utility providers.	and 46
<p>Flood mitigation infrastructure</p> <p>Provision of any necessary flood mitigation measures, the provision of sustainable drainage solutions and a sustainable management strategy for the maintenance of these.</p>	Costs will vary	Developer, potentially via S.106 depending upon the design of the scheme	Alongside construction	Developer Environment Agency Leicestershire County Council - Lead Local Flood Authority (LLFA) OWBC	Policies 3, 21, 38, 39 and 46
<p>Broadband infrastructure</p> <p>Required to serve all new development. See Strategic Physical Infrastructure.</p>	Cost estimates are currently unavailable.	See Strategic Physical Infrastructure.	See Strategic Physical Infrastructure.	See Strategic Physical Infrastructure.	See Strategic Physical Infrastructure.
Local Social and Community Infrastructure – Stoughton Grange Direction for Growth Area					
<p>A mix of house types, sizes and tenures</p> <p>At least 300 new homes, which at least 30 per cent should be affordable. Delivery of the affordable dwellings will address local housing needs and shall be</p>	Costs will vary	Developer contributions Public sector Registered providers Housing Association Grant funding	Alongside construction	Developer in partnership with other organisations, as appropriate.	Policies 11, 13, 14, 16, 18 and 46

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
indistinguishable from open market housing.					
<p>Mixed-use community ‘hub’ north of Gartree Road</p> <p>Land area to the north of Gartree Road will be mixed use and will consist of new small scale residential, and a mix of small scale A1, A2, A3, A4 and any other appropriate uses.</p>	Costs will vary.	Developer contributions	Alongside construction	Developer	Policies 3, 18 and 46
<p>A community facility building</p> <p>Off-site contribution towards an existing and / or new community facility building in Oadby.</p>	Costs will vary.	Developer contributions	Alongside construction	Developer	Policies 7, 18 and 46
<p>Contributions towards existing primary and / or secondary schools and / or Special Educational Needs and Disability</p> <p>Contributions will be sought from all major developments to in order to increase capacity of existing schools, as deemed necessary, reflecting increased demand within their catchment areas.</p>	Cost estimates are currently unavailable	Developer contributions. Leicestershire County Council	Throughout the plan period of 2016 – 2031.	Leicestershire County Council	Policies 18 and 46
Self Build and Custom Build plots	Costs will vary	Developer contributions	To be determined	Developer in partnership	Policies 11, 14, 18 and

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
Provision of Self Build and Custom Build plots, to meet the identified local need at the time of the planning application submission.		Private investment	through the consideration of a planning application.	with individuals interested in the plots.	46
Local Green Infrastructure – Stoughton Grange Direction for Growth Area					
On-site open space – Allotments New allotment space to be provided in accordance with the Open Space, Sport and Recreation Facilities policy at a rate of 0.50 hectares per 1000 residents.	Costs will vary	Developer contributions	Alongside development of the site, with an ongoing programme for maintenance	Developer in partnership with OWBC	Policies 5, 7, 8, 9, 18 and 46
On-site open space – Outdoor Sports Space (e.g. playing pitches) New playing pitches to be provided in accordance with the Council's Playing Pitch Strategy (2017).	Costs will vary	Developer contributions	Alongside development of the site, with an ongoing programme for maintenance	Developer in partnership with OWBC	Policies 5, 7, 8, 9, 18 and 46
On-site open space – Children and Young Peoples Space New children and young people's space (e.g. equipped play area) to be provided in accordance with the Open Space, Sport and Recreation Facilities policy at a rate of 0.30 hectares per 1000 residents.	Costs will vary	Developer contributions	Alongside development of the site, with an ongoing programme for maintenance	Developer in partnership with OWBC	Policies 5, 7, 8, 9, 18 and 46

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
<p>On-site open space – Informal Open Space</p> <p>New informal open space to be provided in accordance with the Open Space, Sport and Recreation Facilities policy at a rate of 0.50 hectares per 1000 residents.</p> <p>All new landscaping must assist in assimilating this development into the wider landscape and topography. Within parks, open spaces, streets and public areas, new planting schemes will be sited and selected to include sufficient space above and below the surface to allow large canopy trees to fully mature.</p>	Costs will vary	Developer contributions	Alongside development of the site, with an ongoing programme for maintenance	Developer in partnership with OWBC	Policies 5, 7, 8, 9, 18 and 46
<p>Protect and enhance existing high quality hedgerows and significant and / or veteran trees</p> <p>The development should seek to retain and enhance existing high quality hedgerows, significant and / or veteran trees and species rich habitats within the site and to its edges.</p>	Cost estimates are currently unavailable	Developer contributions	Alongside development of the site	Developer Leicestershire County Council OWBC	Policies 8, 10, 18, 37, 38, 39, 43 and 44

**APPENDIX 3:
LOCAL INFRASTRUCTURE – SETTLEMENT BASED PROJECTS**

Settlement Based Projects: Significant local infrastructure requirements by settlement

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
Wigston					
<p>New Pavilion and improvements to pitch quality at Horsewell Lane, Wigston</p> <p>Improve the quality of grass football pitches and redevelop the pavilion and associated changing facilities.</p> <p>For further details, refer to the Council's Playing Pitch Strategy (2018).</p>	Cost estimates are currently unavailable	Developer contributions OWBC	2016 - 2031	Developer contributions OWBC	Policies 5, 6, 7, 8, 9 and 46
<p>Improvements to pitch quality and ancillary facilities at Willow Park, Wigston</p> <p>For further details, refer to the Council's Playing Pitch Strategy (2018).</p>	Cost estimates are currently unavailable	Developer contributions OWBC	2016 - 2031	Developer contributions OWBC	Policies 5, 6, 7, 8, 9 and 46
Oadby					
<p>Full size 3G Artificial Grass Pitch at Coombe Park in Oadby</p> <p>Establish a new full-size 3G Artificial Grass Pitch (all-weather facility) in Oadby.</p> <p>For further details,</p>	Cost estimates are currently unavailable	Developer contributions OWBC	2016 - 2031	Developer contributions OWBC	Policies 5, 6, 7, 9 and 46

Infrastructure Requirement	Estimated Capital Cost	Funding Source(s)	Phasing	Delivery Lead(s)	Local Plan Policy(s)
refer to the Council's Playing Pitch Strategy (2018).					
South Wigston					
Establishment of a grass football pitch and ancillary facilities at Pochinc Bridge / Windlass Drive³⁰, South Wigston For further details, refer to the Council's Playing Pitch Strategy (2018).	Cost estimates are currently unavailable	Developer contributions OWBC	2016 - 2031	Developer contributions OWBC	Policies 5, 6, 7, 9 and 46
Kilby Bridge					
Grand Union Canal tow path enhancements Improve the quality of all surfaces and accessibility to the Grand Union Canal's tow path network in and around Kilby Bridge to encourage greater use of the asset.	Cost estimates are currently unavailable	Developer contributions OWBC	2016 - 2031	Developer contributions OWBC Canal and Rivers Trust	Policies 5, 7, 8, 10, 26, 41 and 44

³⁰ The ownership and maintenance of the open space at Pochins Bridge / Windlass Drive is still subject to the agreed trigger point as per the Section 106 Agreement between the developer and the Council.