



Oadby & Wigston

Town Centres Area Action Plan

Situation Update Matter Six Issue 6.4





Phasing and implementation in both town centres, in order to establish clear priorities in relation to resources and the phasing of retail and commercial development, car parking and improvements to pedestrian movement and the public realm.

1. Phasing and implementation to establish clear priorities in both town centres

- 1.1 Appendix C, Phasing Plans, sets out the project delivery strategy for the town centre developments in both Wigston and Oadby.
- 1.2 Appendix D, Local Infrastructure Plan, provides a framework for delivery of infrastructure to support the delivery of the town centre developments in both Wigston and Oadby. Proposed amendments to the 'indicative timescale for development' column in Section 5 of this Situation Update clarifies the priorities and gives greater certainty as to the delivery of each item and relates better to the Phasing Plans in Appendix C of the Area Action Plan.
- 1.3 It is acknowledged that the Phasing Plan identifies the phase in which each development would begin in both towns and that this is not necessarily represented in the infrastructure delivery strategy as set out in the Appendix D to the Area Action Plan.
- 1.4 As economic circumstances have changed, the market may not respond to opportunities as previously predicted. However, the Delivery Strategy for each town centre (BE Group, June 2011, document library ref H6a & H6b) takes this into account.
- 1.5 Some of the town centre infrastructure requirements are linked to delivery of projects outside of the Area Action Plan area, particularly the Direction for Growth.
- 1.6 Longer term projects such as public realm works run through duelled phases and relate to the delivery targets set out in the phasing plans.
- 1.7 Oadby and Wigston Borough Council is currently working in partnership with Leicestershire County Council to apply for financial support from the European Regeneration Development Fund (ERDF) to support public realm improvements for both Oadby and Wigston town centres. Should this application for ERDF funding be successful, this will kick-start a significant level of public realm investment in both towns in Phase 1 of the Plan period and enhance the deliverability of the rest of the Town Centres Area Action Plan across the remaining phases. (See Matter 3; Situation Update 3.8 for more information).



2. Phasing priorities for Wigston town centre

Phase 1 Project Delivery

2.1 The primary focus in Wigston will be to:

- Develop the car parking and retail elements of the Burgess Junction scheme
- Begin deliver the Long Lanes residential and retail / leisure development on Paddock Street / Bell Street
- Invest in the first phase of public realm improvements on Bell Street with a view to increasing the attractiveness of the area for all investors

Phase 1 Infrastructure Delivery

2.2 Phase 1 infrastructure priorities to support the project delivery in Wigston town centre will be to:

- Deliver the multi-storey car park on Junction Road
- Implement junction improvements on Paddock Street / Bull Head Street in order to release the Long Lanes site for development of 150 residential units as required by the Adopted Core Strategy (2010) and evidenced by the Town Centres Area Action Plan - Residential Trajectory Background Paper (refer to document library, section H7)
- Make improvements to the local education facilities as necessary where an increase in demand is felt
- Begin public realm / town centre signage improvements in the town (continuing into phase 2 to deliver on site public realm / signage improvements as site developments draw to completion)

2.3 By focusing on these items in the first five years, the town will become a much more attractive proposition to potential investors.

Phase 2 Project Delivery

2.4 Whilst Burgess Junction's office development / possible health facility is scheduled for this phase; there is the flexibility to bring this development forward sooner, should the demand arise. Project priorities in phase 2 will be to:

- Deliver the retail and public realm elements of Chapel Mill on Bell Street and The Lanes pedestrian network
- Deliver the office development fronting onto Junction Road
- Invest in public realm improvements along Leicester Road and Frederick Street



Phase 2 Infrastructure Delivery

2.5 Infrastructure delivery objectives in phase 2 will be to:

- Continue upgrading the town centre public realm / signage (if not already completed in phase 1)
- Improve bus shelters throughout the town centre
- Concentrate on carriageway / junction improvements along the western edge of the town centre on Leicester Road and Long Street

Phase 3 Project Delivery

2.6 The priority in Phase 3 is to:

- Deliver a new office development on Frederick Street so as to increase the vitality of this part of the town centre and to link it better to the town centre overall and the retail circuit.

Phase 3 Infrastructure Delivery

2.7 Infrastructure delivery to support the final phase of project development in Wigston includes:

- A new public transport facility on Bull Head Street

Other Infrastructure Delivery in Wigston

2.8 The Direction for Growth, the Borough's only strategic housing / employment land allocation to the South-East of Wigston, is scheduled in the Adopted Core Strategy to begin in 2017. It is envisaged that developer contributions from the Direction for Growth will kick-start a lot of these projects, but it is also anticipated that the town centre sites will contribute to their cost as well. These items of infrastructure include:

- Junction improvements at Leicester Road / Welford Road / Moat Street / Newton Lane
- Junction improvements at Station Road / Long Street / Moat Street
- Roundabout improvements to the north-east of the town on Bull Head Street



3. Phasing priorities for Oadby town centre

Phase 1 Project Delivery

3.1 Development of Brooksby Square is the priority in the first phase of the Oadby Town Centre Area Action Plan. This will involve:

- Delivery of a residential development facing onto Harborough Road incorporating at least 35 apartments
- Development of the commercial above retail along South Street.

Phase 1 Infrastructure Delivery

3.2 Infrastructure priorities to support the successful delivery of Brooksby Square include:

- Refurbishment of East Street Car Park, including the shared use public square / car park
- Carriageway improvements to South Street / The Parade and Chestnut Avenue / The Parade
- Bus shelter improvements / cycle parking provision on The Parade
- Improvements to the local education facilities as necessary where an increase in demand is felt as a result of the development of 35 residential units as part of the Brooksby Square development
- Public realm / town centre signage improvements in the town (continuing into phase 2 to deliver on site public realm / signage improvements as site developments draw to completion)

3.3 By focusing on these items in the first five years, the town will become a much more attractive proposition to potential investors.

Phase 2 Project Delivery

3.4 Lead in work and delivery of Baxter's Place will begin in Phase 2 and will include:

- Development of new retail units with commercial opportunities on the upper floors
- A new community use building

Phase 2 Infrastructure Delivery

3.5 Infrastructure delivery objectives will be to:

- Develop the Sandhurst Street half sunken dual-storey car park
- Continue upgrading the town centre public realm / signage



Phase 3 Project Delivery

3.6 Phase 3 project delivery opportunities in Oadby include both redevelopment of The Precinct on The Parade and the retail units on Chestnut Avenue. It is intended that these redevelopment schemes would be market driven as stated in paragraph 5.82 of the Area Action Plan. For this reason, these projects are scheduled for Phase 3 as it is envisaged that these schemes will become more attractive to a developer once the other projects have been delivered. The Council envisages something in line with:

- A mixed-use development for The Precinct with retail and residential on the upper floors (up to 40 dwellings)
- Remodelling or refurbishment of the existing retail units on Chestnut Avenue

Phase 3 Infrastructure Delivery

3.7 Where necessary, improvements to the local education facilities should again be made as a result of demand created by residential development at Chestnut Avenue.

4. Conclusion

4.1 As stated in paragraph 4.36 of the Town Centres Area Action Plan, whilst the Phasing Plans with the associated elements of the Delivery Strategy shows the broad anticipated order of project delivery in each town, the Borough Council will take a flexible approach and will consider developments coming forward in a different order subject to ensuring that any car parking and access issues are fully considered to the satisfaction of the Local Highways and Planning Authorities. It will also be ensured that the delivery of the housing remains in conformity with the policies as set out in the Adopted Core Strategy (2010).



5. Delivery Strategy for Infrastructure

Infrastructure requirements	Site ID	Opportunity site/sites likely to contribute	Funding and Delivery Partners	Indicative timescale for development	Delivery cost (approx)	Implementation Mechanism	Risk	Flexibility
Wigston								
Paddock Street / Bull Head Street junction improvements	1	Long Lanes	OWBC LCC Developer	Phase 1	£160k	For the successful delivery of Long Lanes, it is essential to implement a two-way junction in this location.	Delivery of this junction alteration must tie in with the development proposed on Paddock Street.	There is little flexibility on the delivery of this junction alteration.
Junction Road multi-storey car park	2	Burgess Junction Chapel Mill	OWBC Landowners Developer	Phase 1 / 2 Phase 1	Included within overall build costs of £32.6m	This will need to be delivered as an integral part of the wider development of this site, potentially as part of a larger commercial joint venture such as a multi-storey car park / office development proposal.	Not attracting a suitable development partner and / or funding.	Delivery as part of a wider scheme and therefore dependent upon the timescales of that. Content, size and design of a proposal scheme.
Leicester Road northbound highway alterations to create new off road bus lay-by and upgrade bus shelter	3	Burgess Junction Chapel Mill	OWBC LCC Developer	Phase 1 / 2 Phase 2	Included within overall public realm costs of £4.5m	This will need to be delivered as an integral part of the wider development of nearby sites and the public realm scheme for the town.	Not attracting a suitable development partner and / or funding.	Delivery as part of wider schemes and therefore dependent upon the timescales of that.
Leicester Road raised speed table	4	Burgess Junction Chapel Mill	OWBC Landowners Developer	Phase 1 / 2 Phase 2	Included within overall public realm costs of £4.5m	This will need to be delivered as an integral part of the wider development of nearby sites and the public realm scheme for the town.	Not attracting a suitable development partner and / or funding.	Delivery as part of wider schemes and therefore dependent upon the timescales of that.
Designated cycle parking on Bell Street / Bull Head Street	5	Chapel Mill	OWBC LCC Developer	Phase 1 / 2 Phase 1	Included within overall public realm costs of £4.5m	Strategically placed cycle parking to discourage unauthorised reduce cycling in pedestrianised areas / to provide sufficient facilities to encourage sustainable	Not attracting a suitable development partner and / or funding.	Delivery as part of wider schemes and therefore dependent upon the timescales of that.



Infrastructure requirements	Site ID	Opportunity site/sites likely to contribute	Funding and Delivery Partners	Indicative timescale for development	Delivery cost (approx)	Implementation Mechanism	Risk	Flexibility
						modes of transport to local residents visiting Wigston.		
Bus shelter improvements on Long Street	6	Chapel Mill	OWBC LCC Bus Companies Developer	Phase 1 / 2 Phase 2	Included within overall public realm costs of £4.5m	The Borough Council is to work with partners to deliver highway improvements and bus companies have shown a strong level of support for this. Potential opportunity for Borough Council to explore Commercial Advertising Partnerships.	No significant risks identified	Actual facilities provided and timescales can be flexible to match specific development proposals. Any solutions to possibly tie in with larger package or public realm upgrade options.
Bus shelter improvements on Paddock Street	7	Paddock Street	OWBC LCC Bus Companies Developer	Phase 1 / 2 Phase 2	Included within overall public realm costs of £4.5m	The Borough Council will work with partners to deliver highway improvements and bus companies have shown a strong level of support for this. Potential opportunity for Borough Council to explore Commercial Advertising Partnerships.	No significant risks identified	Actual facilities provided and timescales can be flexible to match specific development proposals. Any solutions to possibly tie in with larger package or public realm upgrade options.
Extension of existing Primary schools to accommodate growth		Paddock Street Direction for Growth	Developer LCC OWBC	Phase 1 / 2 Phase 1	In accordance with Developer Contributions SPD DPD	To ensure sufficient and suitable provision for growth in pupils as a result of residential development.	Limited.	Delivery as part of the overall strategy for Wigston and therefore timing flexible based upon delivery of schemes.
Extension of existing Secondary school to accommodate growth		Paddock Street Direction for Growth	Developer LCC OWBC	Phase 1 / 2 Phase 1	In accordance with Developer Contributions SPD DPD	To ensure sufficient and suitable provision for growth in pupils as a result of residential development.	Limited.	Delivery as part of the overall strategy for Wigston and therefore timing flexible based upon delivery of schemes.



Infrastructure requirements	Site ID	Opportunity site/sites likely to contribute	Funding and Delivery Partners	Indicative timescale for development	Delivery cost (approx)	Implementation Mechanism	Risk	Flexibility
Public Transport facility on Bull Head Street	8	Burgess Junction Chapel Mill Paddock Street Direction for Growth	OWBC LCC Bus Companies Developer	Phase 1 / 2 / 3 Phase 2 onwards (Phasing to be linked to the implementation of the Direction for Growth)	Included within overall build costs of £32.6m	Discussions have taken place with bus operators who have shown interest in this proposal which would give them opportunities for the routing of bus services in the future and connect the Direction for Growth to Wigston town centre and Leicester city centre. Ambition to establish a Bus Quality Partnership with public transport providers, LCC and OWBC.	Lack of support from public transport operators.	The scale / facilities provided within the facility can be varied depending on the level of funding / support towards it.
Leicester Road / Welford Road / Moat Street / Newton Lane junction improvements		Burgess Junction Chapel Mill Paddock Street Direction for Growth	OWBC LCC Developer	Phase 1 / 2 / 3 Phase 2 onwards (Phasing to be linked to the implementation of the Direction for Growth)	To be considered in the Allocations DPD as set out in the Core Strategy	Improvements to this junction will improve traffic flows and reduce congestion in the town centre. This junction improvement is needed to aid the connection of the Direction for Growth with Wigston town centre, and beyond.	Not attracting a suitable development partner and / or funding.	Delivery as part of a wider scheme and therefore dependent upon the timescales of that. The delivery of the Direction for Growth will also play a significant factor in the delivery of this particular junction improvement.
Station Road / Long Street / Moat Street junction improvements		Burgess Junction Chapel Mill Paddock Street Direction for Growth	OWBC LCC Developer	Phase 1 / 2 / 3 Phase 2 onwards (Phasing to be linked to the implementation of the Direction for Growth)	£130k	Improvements to this junction will improve traffic flows and reduce congestion in the town centre. This junction improvement is needed to aid the connection of the Direction for Growth with Wigston town centre, and beyond.	Not attracting a suitable development partner and / or funding.	Delivery as part of a wider scheme and therefore dependent upon the timescales of that. The delivery of the Direction for Growth may also play a significant factor in the delivery of this



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



Infrastructure requirements	Site ID	Opportunity site/sites likely to contribute	Funding and Delivery Partners	Indicative timescale for development	Delivery cost (approx)	Implementation Mechanism	Risk	Flexibility
			GP's		£32.6m	result of residential development.		upon delivery of scheme.
Oadby								
East Street Car Park refurbishment	1	Brooksby Square	OWBC Developer	Phase 1/2 Phase 1	Included within overall build costs of £14.5m	This will need to be delivered as an integral part of the wider development of this site.	Not attracting a suitable development partner and funding.	Delivery as part of a wider scheme and therefore dependent upon the timescales of that.
South Street / The Parade raised speed tables	2	Brooksby Square	OWBC LCC Developer	Phase 1/2 Phase 1	Included within overall public realm costs of £2.6m	This will need to be delivered as an integral part of the wider development of nearby sites and the public realm scheme for the town.	Not attracting a suitable development partner and funding.	Delivery as part of a wider scheme and therefore dependent upon the timescales of that.
Bus shelter improvements on The Parade	3	Brooksby Square Baxter's Place	OWBC LCC Bus Companies Developer	Phase 1/2 Phase 1	Included within overall public realm costs of £2.6m	The Borough Council will work with partners to deliver highway improvements. Potential opportunity for Borough Council to explore Commercial Advertising Partnerships.	No risks identified.	Actual facilities provided and timescales can be flexible to match specific development proposals. Any solutions to possibly tie in with larger package or public realm upgrade options.
The Parade / Chestnut Avenue raised speed tables	4	Brooksby Square Baxter's Place	OWBC LCC Developer	Phase 2/3 Phase 1	Included within overall public realm costs of £2.6m	This will need to be delivered as an integral part of the wider development of nearby sites and the public realm scheme for the town.	Not attracting a suitable development partner and / or funding.	Delivery as part of a wider scheme and therefore dependent upon the timescales of that.
Sandhurst Street dual-storey car park	5	Baxter's Place	OWBC Developer	Phase 2/3 Phase 2	Included within overall build costs of £14.5m	This will need to be delivered as an integral part of the wider development of this site.	Not attracting a suitable development partner and / or funding.	Delivery as part of a wider scheme and therefore dependent upon the timescales of that.
Designated cycle parking on The Parade	6	Brooksby Baxter's	OWBC LCC	Phase 1/2/3	Included within overall	Strategically placed cycle parking to	Not attracting a suitable development	Delivery as part of a wider scheme and



Infrastructure requirements	Site ID	Opportunity site/sites likely to contribute	Funding and Delivery Partners	Indicative timescale for development	Delivery cost (approx)	Implementation Mechanism	Risk	Flexibility
		Place	Developer	Phase 1	public realm costs of £2.6m	discourage unauthorised cycling in pedestrianised areas / to provide sufficient facilities to encourage sustainable modes of transport to local residents visiting Oadby.	partner and / or funding.	therefore dependent upon the timescales of that.
Upgrading of town centre signage		Brooksby Baxter's Place	OWBC LCC Developer	Phase 1 / 2 / 3 Phase 1 / 2	Included within overall public realm costs of £2.6m	Creation of a comprehensive pedestrian network throughout the town should be aided through the delivery of clear signage in accordance with the Borough Council's Public Realm Strategy.	No risk.	Delivery as part of the overall strategy for Oadby and therefore timing flexible based upon funding made available.
Oadby town centre public realm improvements		Brooksby Square Baxter's Place The Parade	OWBC LCC Developer	Phase 1 / 2 / 3 Phase 1 / 2	£2.6m	Delivery in accordance with the Borough Council's Public Realm Strategy.	Not attracting a suitable development partner and / or funding.	Delivery as part of the overall strategy for Oadby and therefore timing flexible based upon funding made available.
Extension of existing Primary school to accommodate growth		East Street The Oadby Centre Chestnut Avenue	Developer LCC OWBC	Phase 1 / 2 / 3 Phase 1 & 3	In accordance with Developer Contributions SPD DPD	To ensure sufficient and suitable provision for growth in pupils as a result of residential development.	Limited.	Delivery as part of the overall strategy for Oadby and therefore timing flexible based upon delivery of schemes.
Extension of existing Secondary school to accommodate growth		Brooksby Square The Oadby Centre Chestnut Avenue	Developer LCC OWBC	Phase 1 / 2 / 3 Phase 1 & 3	In accordance with Developer Contributions SPD DPD	To ensure sufficient and suitable provision for growth in pupils as a result of residential development.	Limited.	Delivery as part of the overall strategy for Oadby and therefore timing flexible based upon delivery of schemes.

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