

Suggested Changes for the Town Centres Area Action Plan

The following table illustrates the suggested changes to the Town Centres Area Action Plan stemming from the examination Hearing sessions and those proposed by the Council.

Reference	Page No.	Policy/Paragraph No.	Suggested Change
SC1	1	Policy 1	<p>New policy wording as below:</p> <p><u>Area Action Plan Policy 1 – Presumption in Favour of Sustainable Development</u></p> <p><u>When considering development proposals within the Town Centres the Council will take a positive approach that reflects presumption in favour of sustainable development.</u></p> <p><u>The Council will always work proactively with applicants jointly to find solutions which mean that development proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions of Oadby and Wigston town centres, areas within the Area Action Plan boundaries and the wider Borough.</u></p>
SC2	1	Paragraph a) and b)	<p>New supporting text wording as below:</p> <p><u>Paragraph 14 of the National Planning Policy Framework sets out the definition of the Presumption in Favour of Sustainable Development. Policy 1 sets out how Oadby and Wigston Borough Council will deliver the requirements of the Presumption in Favour of Sustainable Development locally through the implementation of the Town Centres Area Action Plan.</u></p> <p><u>Planning Applications that accord with the policies in this Area Action Plan will be approved without delay, unless material considerations indicate otherwise. The National Planning Policy Framework and the Presumption in Favour of Sustainable Development will be a material consideration in relation to the policies in the Area Action Plan and the planning decisions that are made by the Council.</u></p>
SC3	1	Policy 4	<p>Additional wording to policy as below:</p> <p><u>Where appropriate, the ecological value of proposed sites for development and opportunities for habitat enhancement should be sought.</u></p>
SC4	1	Paragraph a)	<p>Additional wording to supporting text:</p> <p><u>To establish if development is likely to have an impact upon any existing ecological value an ecological survey will be required. Measures should be identified and implemented to facilitate habitat enhancement and / or creation as part of any development. Measures should also be taken to increase the amount of natural green space as part of any new development where is known to be a deficit as set out in the Council’s Annual Open Space Review.</u></p>

SC5	2	Policy 5	<p>Additional wording in policy as below:</p> <p>Proposals for new development or change of use of buildings over 200sqm that would be better located within the core of the centre (particularly A1 retail <u>or B1 Office</u> uses but also including leisure development) will have to prove sequentially why they cannot be located within a primary or secondary frontage or a site allocated for development, and will only be granted planning permission if it can be demonstrated to the satisfaction of the Local Planning Authority that they will not result in any harm to local amenity or the vitality and viability of the centre.</p>
SC6	2	Policy 5	<p>Additional wording in policy as below:</p> <p>Proposals involving new retail, <u>office</u> or leisure floorspace over 2,000sqm within or adjoining the Area Action Plan boundary will also be required to be supported by an impact assessment.</p>
SC7	2	Policy 5	<p>Additional policy paragraph as below:</p> <p><u>Where appropriate, the ecological value of proposed sites for development and opportunities for habitat enhancement should be sought.</u></p>
SC8	2	Paragraph a)	<p>Additional paragraph to supporting text as below:</p> <p><u>To establish if development is likely to have an impact upon any existing ecological value an ecological survey will be required. Measures should be identified and implemented to facilitate habitat enhancement and / or creation as part of any development. Measures should also be taken to increase the amount of natural green space as part of any new development where is known to be a deficit as set out in the Council's Annual Open Space Review.</u></p>
SC9	2	Paragraph 3.40	<p>Additional wording to supporting text as below;</p> <p>Taxis offer a valuable contribution to a choice of travel mode and for many are important modes of travel. However, their control offices are operational 24 hours a day and waiting vehicles and customers can have significant noise, pollution and traffic generation impacts which can be to the detriment of neighbouring uses, especially when in a residential area. These impacts will be carefully considered as part of the evaluation of proposals. Allowance is made in Wigston for a private hire waiting area within the new town square. <u>Proposals for a private hire waiting area in Oadby would be supported where a need is demonstrated.</u></p>
SC10	3	Policy 11	<p>Additional paragraph to Policy 11 as below:</p> <p><u>Gateway improvements, as illustrated on the Proposals Map Inset maps, are important areas of regeneration that seek to improve access and movement for the pedestrian and motor vehicle (where relevant) and create a sense of arrival into the town centres.</u></p>

SC11	3	Policy 11	<p>Additional paragraph to Policy 11 as below:</p> <p><u>All public realm redevelopment or improvements are required to follow the principles and policies set out in the Public Realm Strategy Supplementary Planning Document.</u></p>
SC12	3	Paragraph 3.43	<p>Additional wording to supporting text as below:</p> <p>The use of poor quality materials must be avoided to ensure that the towns present an attractive and welcoming environment over a long period of time, and does not eventually become a detractor as materials and appearance deteriorate. <u>Public realm improvements present an opportunity to replace existing impermeable hard standing and surfaces with permeable materials and to incorporate Sustainable Drainage Systems (SuDs). A good Sustainable Drainage Scheme will be integrated into the urban design and will provide multiple benefits such as creating an attractive environment; providing habitat and wildlife; being part of the green infrastructure network, as well as managing surface water run-off. Drainage features such as permeable surfaces, swales, filter strips, rainwater gardens and soak-aways are encouraged.</u></p>
SC13	4	Policy 12	<p>Deletion of existing policy paragraph and replace as below:</p> <p>The Borough Council will use Section 106 and / or Section 278 agreements as necessary to fund off-site works where on-site works are not considered appropriate. <u>The Borough Council and Highway Authority will use Section 106 and / or Section 278 agreements as necessary to fund off-site works where new or improved infrastructure is required to address the impacts of development proposals in the Town and District centres.</u></p>
SC14	4	Paragraph 3.50	<p>Additional wording to supporting text:</p> <p>The Borough Council is committed to encouraging more sustainable travel patterns and one of the ways that this can be achieved is through specific measures in development proposals. These principles are well established through national planning guidance and a number of Core Strategy Policies as well as policies within this Area Action Plan. How far proposals have to meet the criteria will depend upon their scale, for example a major development proposal as part of the masterplan would be expected to cover all the above issues whereas a proposal for a change of use of a small unit may only have to relate well to the pedestrian network. <u>A key principle in achieving more sustainable travel patterns is the implementation of travel plans for developments that have a significant traffic impact. Accordingly, travel plans will be expected in support of development proposals in accordance with Core Strategy Policy 4 which includes residential development.</u></p>

SC15	4	Paragraph 3.56	<p>Additional wording to supporting text as below:</p> <p>The Borough and County Councils are committed to improving access to public transport and the masterplans will help facilitate this. In parallel, working closely with the operators themselves is key, for example the development of a Bus Quality Partnership. This will include meeting the Council’s objective of improving the bus route network in particular links between Wigston and Oadby as set out in Core Strategy Policy 4.</p>
SC16	4	Paragraph 3.60	<p>Deletion of existing paragraph and replacement as below:</p> <p>More information is provided in the supporting transport report that forms part of the evidence base for this Area Action Plan, and the Borough Council will pursue highway safety improvements through both developments and through working with their partners, using available methods including Section 106 and Section 278 Agreements and Traffic Regulation Orders. The Borough Council and Highway Authority will use Section 106 and / or Section 278 agreements as necessary to fund off-site works where new or improved infrastructure is required to address the impacts of development proposals in the Town and District centres.</p>
SC17	5	Paragraph 4.39	<p>Additional wording to paragraph:</p> <p>The proposal is for a new pedestrian shopping street with commercial, residential and car parking uses at upper floors within the core of the site. This new street, which will become part of the core of the town, will be framed through a series of large footprint retail units incorporating double height space allowing for the introduction of mezzanines. The proposal is for an improved and extended retail and commercial location that will link to and incorporate the extension to The Lanes, and which will become part of the core of the town centre. The area will be framed through high quality spaces and a series of large footprint retail units, incorporating double height space allowing for the introduction of mezzanines.</p>
SC18	5	Paragraph 4.43	<p>Additional wording to paragraph:</p> <p>The key land use proposed for this area is residential with a mix of town houses and apartments. A small element of retail is proposed to front Bell Street, and an allowance is made for the opportunity for leisure development. The development will create an attractive frontage to Bull Head Street positively announcing the town. It will also incorporate the extended network of The Lanes as well as an appropriate level of car parking to serve both residents and visitors to the town. Any development proposed for the Long Lanes site will need to take account of the historical character of the locale and its situation adjacent and within to the Wigston Lanes Conservation Area. Proposals for development that does not enhance; or have a detrimental effect on the historical character of The Lanes area will not be permitted.</p>

SC19	5	Policy 13	<p>Additional wording in 1st bullet of policy as below:</p> <ul style="list-style-type: none"> • 11,000sqm (118,500sqft) 9,000sqm (96,875sqft) new office floorspace including a new health centre
SC20	5	Policy 13	<p>Additional wording to 5th bullet of policy as below:</p> <ul style="list-style-type: none"> • The extension of The Lanes <u>to secure a continuous pedestrian spine along the route shown on the Proposals Map</u>
SC21	5	Policy 13	<p>Additional wording in 6th bullet of policy as below:</p> <ul style="list-style-type: none"> • New and improved areas of public realm <u>including the full pedestrianisation of Bell Street</u>
SC22	5	Policy 13	<p>Additional wording to 7th bullet of policy as below:</p> <ul style="list-style-type: none"> • New and improved public transport facilities <u>along Bull Head Street and Leicester Road</u>
SC23	6	Paragraph 4.50	<p>Deletion of existing paragraph and replacement with as below:</p> <p>The masterplan is accompanied by a phasing plan (Appendix C) which forms an integral principle of its implementation. It also forms part of the supporting Delivery Strategy which in turn is part of the evidence base to this Area Action Plan. The <u>completion of the new multi-story car park (MCSP) at Burgess Junction (policy 14) is important to the success of subsequent development proposals to secure the regeneration of Wigston town centre, some of which will result in the loss of existing public car parking spaces. In particular, none of the existing car parking spaces at Paddock Street will be lost until the Burgess Junction MCSP has been opened for public use unless as part of any redevelopment proposal(s) a comprehensive parking management strategy can be put in place prior to the commencement of development that sets out suitable alternative option(s) to ensure that an equivalent amount of car parking spaces are made available to support the town centre during the construction phase and after completion of the scheme(s). This will allow the flexibility necessary to allow the Council to respond to the needs of the market.</u></p>
SC24	6	Paragraph 4.53	<p>Additional wording to supporting text as below:</p> <p>Final proposals for the large scale redevelopment of key sites within the town may well differ from the Masterplan proposals. <u>This is also applicable to the route for the extension of The Lanes which is shown indicatively, but is a firm policy requirement in any redevelopment proposals.</u> However, they must comply with the objectives and achieve the figures as set out above and detailed in the site based policies below. The Borough Council will use its Compulsory Purchase Powers where necessary to help deliver major redevelopment of the town centre, and Section 106 Agreements to help ensure the delivery of public realm, and other appropriate town centre improvements.</p>

SC25	6	Paragraph 4.54	<p>Additional wording to supporting text as below:</p> <p>Masterplan proposals will be expected to demonstrate the highest standards of design in accordance with Core Strategy Policy 14 and other relevant national and local design guidance including the Public Realm Strategy Supplementary Planning Document.</p>
SC26	6	Paragraph 4.61	<p>Additional bullet in paragraph as below:</p> <ul style="list-style-type: none"> • All public realm improvements being consistent with principles and policies contained within the Public Realm Strategy Supplementary Planning Document
SC27	7	Policy 15	<p>Additional wording to policy bullet as below:</p> <ul style="list-style-type: none"> • Mixed private and public car parking with at least 30 spaces reserved for public use as well as safeguarding the existing number of disabled car parking spaces
SC28	7	Paragraph 4.73	<p>Additional bullet to paragraph as below:</p> <ul style="list-style-type: none"> • Enhancement of the area’s historical character, due to its location adjacent to and within the Wigston Lanes Conservation Area
SC29	7	Paragraph 4.73	<p>Additional bullet to paragraph as below:</p> <ul style="list-style-type: none"> • All public realm improvements being consistent with principles and policies contained within the Public Realm Strategy Supplementary Planning Document
SC30	7	Paragraph 4.79	<p>Additional wording to paragraph as below:</p> <p>A range of dwelling sizes and tenure should be provided in accordance with the Borough Council’s policy on affordable housing - Core Strategy Policies 11 and 12, which require 20% of dwellings in developments of ten units and over to be affordable. The masterplan accommodates both town houses and two bedroomed apartments but the final mix will be determined by market requirements at the time as well as needs identified in the Borough Council’s evidence base. This could include an Extra Care scheme as defined in paragraph 7.36 in relation to Policy 12 of the Core Strategy.</p>

SC31	7	Paragraph 4.80	<p>Additional wording to paragraph as below:</p> <p>Transport: The new development to the north of Paddock Street will require appropriate access, which will be achieved by the eastern section of Paddock Street being made two-way. This will allow access to the development and its associated parking as well as easy access to the local road network. To minimise traffic movements past the existing residential properties to the west, this section will remain one-way westbound. Paddock Street is currently 6.75m wide at its eastern end which allows sufficient room for two-way traffic. The evidence base demonstrates that this approach is considered to be the most effective, therefore should proposals suggest an alternative solution, this will have to be to the satisfaction of the Borough Council and Local Planning and Highway Authority. In addition, consideration will also be given to the provision of appropriate drop off arrangements for Age UK adjacent to the bus stop in addition to their existing drop off facility.</p>
SC32	8	Paragraph 4.81	<p>Additional wording to paragraph as below:</p> <p>Parking facilities at undercroft level in this area of the town will be in part dedicated to the residential dwellings and will require an appropriate management regime, and in part to visitors to the town centre as part of the wider car parking provision. The precise split between public and private parking should be set out and fully justified as part of any proposal and in accordance with local adopted parking standards for residential development such as the 6Cs Design Guide. However it should also be borne in mind that as a town centre site, parking provision should take account of guidance contained in paragraph 39 of the National Planning Policy Framework. not necessarily be to the maximum standard.</p>
SC33	8	Paragraph 4.87	<p>Additional wording to paragraph as below:</p> <p>The public transport facility is identified to allow the provision of new north and south covered bus stop facilities that are linked by a pedestrian crossing across Bull Head Street. Consultations with bus operators identified support for these facilities to widen routing choice. The provision of these new stops will allow increased flexibility in routing options for operators, including the Council's objective of improving bus services between Oadby and Wigston town centres, but are not meant to replace current facilities within the town. As the town undergoes a process of development in the future, together with new residential development around the town such as the Direction for Growth, operators may look to alternative routes that offer more appropriate and efficient services. The location at the end of Bell Street links directly into the town centre through a new small public square, welcoming visitors and shoppers.</p>

SC34	8	Paragraph 4.89	<p>Additional bullet to paragraph as below:</p> <ul style="list-style-type: none"> All public realm improvements being consistent with principles and policies contained within the Public Realm Strategy Supplementary Planning Document
SC35	8	Policy 17	<p>Additional wording to policy bullet as below:</p> <ul style="list-style-type: none"> 2,300 sqm (24,755 sqft) 800 sqm (8,611 sqft) new commercial floorspace
SC36	8	Policy 17	<p>Additional wording to policy bullet as below:</p> <ul style="list-style-type: none"> At least 370 the existing number of car parking spaces
SC37	8	Policy 17	<p>Additional wording to policy as below:</p> <p>A new and improved pedestrian way linking Brooksby Square, The Parade and Baxter’s Place. The route will be illustrated on the Proposals Map.</p>
SC38	9	Paragraph 5.49	<p>Additional wording to paragraph as below:</p> <p>These figures correspond to the masterplan as set out in this Area Action Plan. However there are slight differences with the figures in the adopted Core Strategy, Spatial Objective 3, particularly with regard to office development which is lower than proposed herein. This has been a result of design development following the progression of the Core Strategy through its examination and changing economic times and forecasting during the Area Action Plan’s preparation as set out in the introductory sections to this Area Action Plan. For clarity, proposals that achieve the retail floorspaces as above will be encouraged, and should figures achieve those set out in the Core Strategy these will also be considered favourably. Conversely, proposals that are considered to compromise the ability to achieve the figures set out in the Policy will not be permitted. The Council is committed to retaining the existing number of public car parking spaces as a minimum provision for Oadby Town centre. The Masterplan (illustrated on page 63) includes a loss of approximately 20 existing spaces at East Street car park and a corresponding increase of approximately 20 spaces (to 210 spaces in total) at the new Baxter’s Place decked car park.</p>
SC39	9	Paragraph 5.50	<p>Additional wording to paragraph as below:</p> <p>The completion of the decked car parking scheme at Baxters Place (policy 19) in phase 2 is important to the success of other development proposals set out in the Area Action Plan, some of which will (when considered individually) result in the loss of existing public car parking spaces. Therefore, as part of any redevelopment proposal(s) a comprehensive parking management strategy will be required to be put in place prior to the commencement of development to ensure that an equivalent amount of car parking spaces are made available to support the town centre during the construction phase and after completion of the scheme(s). This will allow the flexibility necessary to allow the Council to respond to the needs of the market.</p>

SC40	9	Paragraph 5.55	<p>Additional wording to paragraph as below:</p> <p>Masterplan proposals will be expected to demonstrate the highest standards of design in accordance with Core Strategy Policy 14 and other relevant national and local design guidance. All public realm redevelopment or enhancement occurring within Oadby's town centre will need to be in conformity with principles and policies set out in the Borough Council's Public Realm Strategy Supplementary Planning Document.</p>
SC41	10	Policy 18	<p>Additional wording in policy bullet as below:</p> <ul style="list-style-type: none"> • New public square at the end of South Street / next to Oadby Trinity Methodist Church and improved public realm links to The Parade along South Street. The new public square to be shared use and to be used for public car parking when not in use for a range of community purposes
SC42	10	Policy 18	<p>Deletion of 3rd bullet in Policy as below:</p> <ul style="list-style-type: none"> • Refurbished office block on South Street to provide retail (approximately 500 sqm / 5,380 sqft) and commercial floorspace (approximately 1,500 sqm / 16,145 sqft)
SC43	10	Policy 18	<p>Additional wording to Policy as below:</p> <p>Proposals for the refurbishment of the property on the south side of South Street will be encouraged.</p>
SC44	10	Paragraph 5.59	<p>Additional bullet in paragraph as below:</p> <p>All public realm improvements being consistent with principles and policies contained within the Public Realm Strategy Supplementary Planning Document</p>
SC45	10	Paragraph 5.70	<p>Additional bullet in paragraph as below:</p> <ul style="list-style-type: none"> • All public realm improvements being consistent with principles and policies contained within the Public Realm Strategy Supplementary Planning Document
SC46	11	Paragraph 5.72	<p>Additional wording in supporting text as below:</p> <p>All tree and planting schemes should be in conformity with the Council's Public Realm Strategy Supplementary Planning Document.</p>
SC47	11	Paragraph 5.79	<p>Additional wording to paragraph as below:</p> <p>Key movement areas in particular, which include junctions with South Street, Sandhurst Street and Chestnut Avenue, should be designed prioritising the pedestrian over the car for example through the provision of raised tables to slow traffic speeds.</p>
SC48	11	Paragraph 5.81	<p>Additional wording to paragraph as below:</p> <p>More detail will be added in the Borough Council's Public Realm Design Guide Supplementary Planning Document. Any public realm redevelopment of The Parade will need to be consistent with policies and principles set out in the Public Realm Strategy Supplementary Planning Document.</p>

SC49	12	Appendix D	<p>Additional wording in 1st paragraph bullet as below:</p> <ul style="list-style-type: none"> Public transport providers and the Local Highways Authority for example to deliver effective public transport services and junction improvements to mitigate the impacts of new development;
SC50	12	Appendix D	<p>Additional paragraph regarding Phasing as below:</p> <p>In Wigston town centre, the Area Action Plan requires the completion of the Burgess Junction MSCP prior to the loss of any existing car parking at Paddock Street unless as part of any redevelopment proposal(s) a comprehensive parking management strategy can be put in place prior to the commencement of development that sets out suitable alternative option(s) to ensure that an equivalent amount of car parking spaces are made available to support the town centre during the construction phase and after completion of the scheme(s). In Oadby town centre, as part of any redevelopment proposal(s) a comprehensive parking management strategy will be required to be put in place prior to the commencement of development to ensure that an equivalent amount of car parking spaces are made available to support the town centre during the construction phase and after completion of the scheme(s).</p>
SC51	13	Appendix D	Revision to East Street Car Park refurbishment
SC52	14	Appendix G	<p>Additional text to be added to title page as follows:</p> <p>‘Monitoring can indicate where further action may be required, particularly where implementation is dependent on partnership working. Effective monitoring is an essential component in achieving sustainable development and communities. The indicators and targets used to monitor the Town Centres Area Action Plan will be reported upon within the Annual Monitoring Report. The Annual Monitoring Report will also be the process through which targets and indicators will be kept up to date. Therefore, the most up to date Annual Monitoring Report should be read in conjunction with this Appendix.’</p>
SC53	15	Additional changes	Revision to Wigston Proposals Map
SC54	16	Additional changes	Revision to Oadby Proposals Map
SC55	17	Additional changes	Phasing Plan for Oadby Town Centre to be amended.