



TO COUNCILLOR:

N Alam
L A Bentley
G A Boulter
F S Broadley (Vice-Chair)
M L Darr

J K Ford
D A Gamble
C S Gore
S Z Haq
G G Hunt

P Joshi
J Kaufman
K J Loydall
I K Ridley (Chair)

I summon you to attend the following meeting for the transaction of the business in the agenda below.

Meeting: Policy, Finance & Development Committee
Date & Time: Tuesday, 17 December 2024, 7.15 pm
Venue: Civic Suite 2, Brocks Hill Council Offices, Washbrook Lane, Oadby, Leicester, LE2 5JJ
Special Title: New Emerging Local Plan
Contact: Democratic Services
t: (0116) 257 2775
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Yours faithfully

Council Offices
Oadby
09 December 2024

Anne E Court
Chief Executive



Meeting ID: 2843

ITEM NO.

AGENDA

PAGE NO'S

Meeting Live Broadcast | Information and Link

This meeting will be broadcast live.

Press & Public Access:

A direct link to the live broadcast of the meeting's proceedings on the Council's Civico platform is below.

<https://civico.net/oadby-wigston/19709-Policy-Finance-Development-Committee>

1. Apologies for Absence

To receive apologies for absence from Members to determine the quorum of the meeting in accordance with Rule 7 of Part 4 of the Constitution.



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Refuse & Recycling Centre: The Depot, Wigston Road, Oadby, Leicester, LE2 5JE

Telephone: (0116) 288 8961 **Email:** customer.services@oadby-wigston.gov.uk

2. **Appointment of Substitutes**

To appoint substitute Members in accordance with Rule 26 of Part 4 of the Constitution and the Substitution Procedure Rules.

3. **Declarations of Interest**

Members are reminded that any declaration of interest should be made having regard to the Members' Code of Conduct. In particular, Members must make clear the nature of the interest and whether it is 'pecuniary' or 'non-pecuniary'.

4. **Minutes of the Previous Meeting**

3 - 6

To read, confirm and approve the minutes of the previous meeting in accordance with Rule 19 of Part 4 of the Constitution.

5. **Action List Arising from the Previous Meeting**

There was no Action List arising from the previous meeting.

6. **Petitions and Deputations**

To receive any Petitions and, or, Deputations in accordance with Rule(s) 11 and 12 of Part 4 of the Constitution and the Petitions Procedure Rules respectively.

7. **Local Plan Regulation 19 Consultation and Submission (January 2025)**

7 - 217

Report of the Principal Planning Policy Officer

8. **Developer Contributions Supplementary Planning Document (January 2025)**

218 - 263

Report of the Senior Planning Policy Officer

9. **Borough of Oadby and Wigston Draft Design Code (January 2025)**

264 - 310

Report of the Planning Policy and Monitoring Officer

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Agenda Item 4

**MINUTES OF THE MEETING OF THE POLICY, FINANCE & DEVELOPMENT COMMITTEE
HELD AT CIVIC SUITE 2, BROCKS HILL COUNCIL OFFICES, WASHBROOK LANE, OADBY,
LEICESTER, LE2 5JJ ON TUESDAY, 3 DECEMBER 2024 COMMENCING AT 7.00 PM**

PRESENT

I K Ridley Chair
F S Broadley Vice-Chair



Meeting ID: 2728

COUNCILLORS

N Alam
L A Bentley
G A Boulter
M L Darr
D A Gamble
C S Gore
S Z Haq
P Joshi
J Kaufman
K J Loydall

OFFICERS IN ATTENDANCE

S A E Ball Senior Finance Business Partner
D M Gill Head of Law & Democracy / Monitoring Officer
A Thorpe Head of Built Environment
C Warren Chief Finance Officer / Section 151 Officer
S Wheeliker Senior Democratic & Electoral Services Officer

27. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillors J K Ford and G G Hunt.

28. APPOINTMENT OF SUBSTITUTES

None.

29. DECLARATIONS OF INTEREST

Councillor K J Loydall declared a non-pecuniary interest with regard to item 12 of the agenda, insofar as he is a veteran.

30. MINUTES OF THE PREVIOUS MEETING

By affirmation of the meeting, it was

UNANIMOUSLY RESOLVED THAT:

The minutes of the previous meeting held on 10 September 2024 be taken as read, confirmed and approved.

31. ACTION LIST ARISING FROM THE PREVIOUS MEETING

**Policy, Finance & Development
Committee**
Tuesday, 3 December 2024, 7.00 pm

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and Wigston Borough Council, Brocks Hill Council
Offices, Washbrook Lane, Oadby, Leicester, LE2 5JJ
~ Page 3 ~*

None.

32. PETITIONS AND DEPUTATIONS

None.

33. BUDGET MONITORING (Q2 2024/25)

The Committee gave consideration to the report and appendices (as set out at pages 8 - 20 of the agenda reports pack), which provided the forecast outturn position for the Council for the financial year 2024/25 at the end of Q2.

It was moved by the Chair, seconded by the Vice-Chair and

UNANIMOUSLY RESOLVED THAT:

- i) The contents of the report and appendices be noted;**
- ii) The use of the contingency budget to fund some of the overspend on Housing Benefit from providing Homelessness be approved; and**
- iii) The slippage as shown in the capital projects be carried forward.**

34. TREASURY MANAGEMENT MID-YEAR REPORT (2024/25)

The Committee gave consideration to the report and appendices (as set out at pages 21 – 36 of the agenda reports pack), which detailed the performance and activities of the authority's treasury management function for the financial year 2024/25 to 30 September 2024.

By general affirmation of the meeting, it was

UNANIMOUSLY RESOLVED THAT:

- i) The content of the report and appendices be noted.**

35. 2025/26 DRAFT REVENUE BUDGETS, MEDIUM TERM FINANCIAL PLAN AND 2025/26 - 2029/30 DRAFT CAPITAL PROGRAMMES

The Committee gave consideration to the report (as set out at pages 37 – 44 of the agenda reports pack), which presented the revised General Fund Annual Budget for 2025/26, an updated MTFP for 2025/26, an update on the capital programme for 2025/26 and the HRA Annual Budget for 2025/26.

It was moved by the Chair, seconded by the Vice-Chair, and

UNANIMOUSLY RESOLVED THAT:

- i) The content of the report be noted; and**
- ii) An increase in housing rents, service charges and garage rents by the maximum social rent level of 2.7% be recommended to Council.**

36. FOOD WASTE – CAPITAL ALLOCATION

The Committee gave consideration to the report (as set out at pages 45 – 47 of the

agenda reports pack), which provided information on capital expenditure relating to the implementation of the food waste scheme that is being rolled out nationally by all local authorities with the deadline of 1 April 2026 for collections to have commenced by.

By general affirmation of the meeting, it was

UNANIMOUSLY RESOLVED THAT:

- i) The content of the report be noted.**

37. LEICESTERSHIRE, LEICESTER AND RUTLAND'S DRAFT LOCAL NATURE RECOVERY STRATEGY

The Committee gave consideration to the report and appendices (as set out at pages 3 – 151 of the agenda update pack), which sought approval for a response to the draft Local Nature Recovery Strategy (LNRS).

It was moved by the Chair, seconded by the Vice-Chair, and

UNANIMOUSLY RESOLVED THAT:

- i) The content of the report and appendices be noted; and**
- ii) The comments set out at 1.11 in this report be approved.**

38. RESIDENTS' FORUM FUNDING REQUEST

The Committee gave consideration to the report (as set out at pages 56 – 57 of the agenda reports pack), which sought approval for the funding requests that were approved by the Borough's three Residents' Forums.

Councillor G A Boulter proposed that recommendation B be amended to including £400 for the Wigston Residents' Forum for the purchase of a bench at Willow Park.

It was moved by Councillor G A Boulter, seconded by Councillor S Z Haq, and

RESOLVED THAT:

- i) The content of the report be noted; and**
- ii) Releasing the requested funds to the requesting parties (as set out in the report), including £400 for the Wigston Residents' Forum for the purchase of a bench at Willow Park be approved.**

For 11
Against 0
Abstention 1

39. STANDARDS & ETHICAL INDICATORS (Q2 2024/25)

The Committee gave consideration to the report and appendix (as set out at pages 58 – 68 of the agenda reports pack), which provided the figures for local determination of complaints and ethical indicators for Q2 2024/25.

By general affirmation of the meeting, it was

UNANIMOUSLY RESOLVED THAT:

- i) The content of the report and appendix be noted.**

40. UPDATED CAR PARK STRATEGY (2024-2027)

The Committee gave consideration to the report and appendices (as set out at pages 69 – 93 of the agenda reports pack), which sought approval for the updated Car Park Strategy for the Borough for 2024 – 2027.

By general affirmation of the meeting, it was

UNANIMOUSLY RESOLVED THAT:

- i) The Car Park Strategy (2024 – 2027) (as set out at Appendix 2) be approved.**

THE MEETING CLOSED AT 8.39 pm



Policy, Finance and Development Committee	Tuesday, 17 December 2024	Matter for Information and Decision
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Report Title: **Local Plan Regulation 19 Consultation and Submission (January 2025)**

Report Author(s): **Ed Morgan (Principal Planning Policy Officer)**

Purpose of Report:	The purpose of this report is to seek Committee’s approval to publicly consult on the Pre-Submission draft Local Plan for a 6-week period proposed to commence on Friday 10 January 2025, running until Friday 21 February 2025 and subsequent submission to The Planning Inspectorate in Spring 2025 for Examination.
Report Summary:	<p>The Local Plan will be the Council’s key planning policy document for the period 2020 to 2041. The Local Plan contains planning policies that drive, as well as shape sustainable development throughout the Plan period. The Plan will also protect and enhance the Borough’s historic heritage and green open spaces through designation of appropriate land.</p> <p>The Plan sets out the Borough’s housing and employment targets that the Council seeks to provide over the Plan period. To ensure the housing and employment targets are met over the Plan period, the Plan allocates land for development and contains Policies that specify how the allocations should be built out.</p> <p>Once adopted, the new Local Plan will supersede the current Local Plan (2019).</p>
Recommendation(s):	That Members approve the Pre-Submission Draft Local Plan for the purposes of public consultation proposed to commence on Friday 10 January 2025, running until Friday 21 February 2025, with the subsequent submission to The Planning Inspectorate in Spring 2025 for Examination.
Senior Leadership, Head of Service, Manager, Officer and Other Contact(s):	<p>Adrian Thorpe (Head of Built Environment) (0116) 257 645 adrian.thorpe@oadby-wigston.gov.uk</p> <p>Jamie Carr (Planning Policy and Development Manager) (0116) 257 2652 jamie.carr@oadby-wigston.gov.uk</p> <p>Ed Morgan (Principal Planning Policy Officer) (0116) 257 2650 ed.morgan@oadby-wigston.gov.uk</p>
Strategic Objectives:	<ul style="list-style-type: none"> Our Council (SO1) Our Communities (SO2) Our Economy (SO3) Our Environment (SO4) Our Partners (SO5)

Vision and Values:	"Our Borough - The Place To Be" (Vision) Customer & Community Focused (V1)
Report Implications:-	
Legal:	The implications are as set out at paragraph 1.14 of this report.
Financial:	The implications are as set out at paragraph 1.4 of this report.
Corporate Risk Management:	Political Dynamics (CR3) Reputation Damage (CR4) Regulatory Governance (CR6) Economy / Regeneration (CR9)
Equalities and Equalities Assessment (EA):	There are no implications arising from this report. Initial EA Screening (See Appendices)
Human Rights:	There are no implications arising from this report.
Health and Safety:	There are no implications arising from this report.
Statutory Officers' Comments:-	
Head of Paid Service:	The report is satisfactory.
Chief Finance Officer:	The report is satisfactory.
Monitoring Officer:	The report is satisfactory.
Consultees:	None so far, however this report is seeking approval to consult with the public and other key stakeholders.
Background Papers:	Leicester and Leicestershire Statement of Common Ground (June 2022)
Appendices:	<ol style="list-style-type: none"> 1. Regulation 19 Pre-Submission Consultation Draft Local Plan 2. Draft Adopted Policies Map 3. Equality Assessment Initial Screening

1. Information

Pre-Submission Local Plan Consultation and Submission for Examination

- 1.1 In producing a Local Plan the Council is required to undertake a number of formal public consultations at specific times and milestones (as set by national legislation and the Council's Local Development Scheme). The Council has undertaken all of the required public consultations to date, including public consultations during, September and October 2021 and April and May 2024. As well as public consultations, Members of the Council have been involved throughout the process. Council Committees, All Member Briefings and Place Shaping Working Group meetings have been integral to the Local Plans production.
- 1.2 The Pre-Submission Local Plan public consultation is the final consultation period prior to the document being submitted to The Planning Inspectorate for approval. Once the consultation period has been completed, any representations submitted to the Council regarding the Pre-Submission Local Plan will be collated and submitted to The Planning Inspectorate alongside the Local Plan document itself. The Council can submit proposed

changes to the document at this stage also. The Planning Inspectorate will then appoint an independent Planning Inspector to consider the Local Plan and any proposed changes as part of an Examination in Public.

- 1.3 The Examination process will begin on the day of Submission and the Planning Inspector will take responsibility for conducting the public examination into the soundness of the Local Plan. The Council is not yet aware of the likely dates for the public examination itself, although it is likely to be some point in late 2025 or into 2026.
- 1.4 Throughout the Examination period the Council is required to pay for the Planning Inspector's time (approximately £993 per day). However, the Council has sufficient budget to cover this, funded from the Local Plan Reserve, towards the cost of the Examination.
- 1.5 For the Examination period the Council is also required to employ a Programme Officer to assist the Planning Inspector. Due to the nature of the Local Plan process, the Programme Officer should be independent from the process of preparing the Plan. The Programme Officer is a part time post, and the role will be fulfilled by the Council's Assistant Development Control Officer as part of the duties associated with this post.
- 1.6 It must be noted, that it is particularly important that the Council launches the public consultation period on this Regulation 19 Pre-Submission Draft Local Plan within 1 month of the publication of the new National Planning Policy Framework, which the Government has said that it intends to publish by year-end. Central government has prescribed this as Local Authorities will need to adhere to the new Plan-making system including the new Standard Method for calculating housing need. The new formula for calculating housing need in the Borough would result in a significant increase in the Borough's housing need with a rise from the current figure of 240 homes per annum that the draft Local Plan seeks to deliver to 389 homes per annum.
- 1.7 The transitional arrangements afford Council's (like ourselves), that are close to Regulation 19 Pre-Submission consultation stage, the time to continue to use their current evidence base. Local Plans that do not reach Regulation 19 through the transitional arrangements would need to take account of the Government's new publications and would need to update evidence base to account for this; the Plan would essentially need to be rewritten. Rewriting a Local Plan would extend the period to adoption by many months. This delay could put the Council in a position whereby speculative unsustainable and unplanned developments would likely need to be permitted.

Spatial Strategy for Development within the Borough

- 1.8 The Plan takes the figure of 240 homes per annum agreed via the Leicester and Leicestershire Statement of Common Ground (2022) and uses this as the basis for the 21 year Plan period to give a total of 5,040 homes. This figure of 240 is at the upper end of the range tested in the Sustainability Appraisal that can be accommodated and still be sustainable. To avoid any doubt, it is considered reasonable and appropriate to roll forward the figure of 240 dwellings per annum for the entire Plan period, including between 2036 and 2041.
- 1.9 There have already been 990 dwelling completions since the year 2020, and we do have a healthy supply of extant planning permissions, meaning that the residual number of homes needed to fulfil the 5,040 requirement is circa 3,500 dwellings up to 2041.
- 1.10 Taking account of the Site Options available for consideration, the Council has undertaken a thorough assessment of each Site Option and evidence-based assessments to inform its position with regards to the Council's Site Allocation Policies to meet the Borough's housing requirement to 2041.

- 1.11 The spatial strategy for housing growth allows sufficient flexibility to ensure that the Plan aligns with national policy and guidance and allows for choice and competition within the Borough. The eight Allocation Sites (see Chapter 12 and Adopted Policies Map for full details) in this Plan already have upward of five different developers invested in the delivery of new homes, with further developers likely to become involved as progress of those allocated sites continues through the planning process and come to market over the Plan period.
- 1.12 The Council is also allocating a range of size of housing sites, ensuring that the development comes forward by various developers and at different times, meaning that the Council is not 'putting all its eggs in one basket'.
- 1.13 With the Pre-Submission Local Plan being, effectively, the Plan the Council wishes to adopt, at consultation stage the Plan will have 'significant weight' and will be a material consideration in all planning related decisions that the Council makes. This position, however, is still subject to the Planning Inspector finding the Local Plan sound at Examination.
- 1.14 The Council therefore needs to ensure that the Local Plan is legally compliant and meets the tests of soundness.
- 1.15 To ensure that the Local Plan fulfils certain required directives and legislation, a Sustainability Appraisal (SA) has been prepared for this Pre-Submission stage of the Plan. SA is a tool used at the Plan-making stage to assess the likely effects of the Plan when judged against reasonable alternatives. The Sustainability Appraisal will also be consulted on in public alongside this Plan, as will all of the relevant evidence that the Council has commissioned or undertaken.

Conclusion

- 1.16 Subject to Committee approval, the Regulation 19 Pre-Submission Draft Local Plan public consultation period is proposed to commence on Friday, 10 January 2025 for a 6-week period, with the subsequent Submission to The Planning Inspectorate in Spring 2025 for Examination (date TBC).

Local Plan (2020 – 2041)

**Regulation 19 Pre-Submission
Consultation Draft**

January 2025

Oadby & Wigston | Our borough -
the place to be

Table of Contents

Foreword 3

1. Introduction 4

2. Spatial Portrait..... 10

3. Vision and Spatial Objectives..... 16

4. Spatial Strategy 20

Policy 1: Spatial Strategy for Development within the Borough (Strategic) 20

Policy 2: Regeneration Schemes and Large Scale Change (Strategic) 30

Policy 3: Infrastructure and Developer Contributions (Strategic) 33

5. Combating Climate Change..... 38

Policy 4: Sustainable Development (Strategic)..... 38

Policy 5: Climate Change (Strategic)..... 40

Policy 6: Flood Risk and Sustainable Water Management (Strategic) 44

Policy 7: Preventing Pollution (Non-Strategic) 51

Policy 8: Renewable and Low Carbon Energy (Non-Strategic)..... 53

6. Housing..... 55

Policy 9: Affordable Housing (Strategic) 55

Policy 10: Housing Density (Strategic) 57

Policy 11: Gypsy, Travellers and Travelling Showpeople (Strategic) 59

Policy 12: Housing Choices (Non-Strategic)..... 61

Policy 13: Urban Infill Development (Non-Strategic)..... 69

7. Commercial Development 71

Policy 14: Management of New and Existing Identified Employment Areas (IEA) (Strategic) 71

Policy 15: Retail and Related Policies (Non-Strategic) 74

Policy 16: Hot Food Takeaways (Non-Strategic) 80

8. Transport and Community Infrastructure..... 82

Policy 17: Sustainable Transport and Initiatives (Strategic) 82

Policy 18: Active Design and Travel (Strategic)..... 85

Policy 19: Improving Health and Wellbeing (Strategic) 87

Policy 20: Car Parking and Electric Vehicle Charging (Non-Strategic) 91

Policy 21: Community Facilities and Indoor Sports Facilities (Non-Strategic) 94

Policy 22: Open Space, Outdoor Sport and Recreational Facilities (Non-Strategic) 99

9. Design and The Built Environment 104

Policy 23: Public Realm (Strategic) 104

Policy 24: High Quality Design and High Quality Materials (Non-Strategic)..... 106

Policy 25: Landscape and Character (Non-Strategic)..... 114

Policy 26: Culture and Historic Environment Assets (Non-Strategic).....	116
Policy 27: Development in Conservation Areas (Non-Strategic).....	119
Policy 28: Sustainable Design and Construction (Non-Strategic)	122
Policy 29: Phone Masts (Non-Strategic).....	124
10. Natural Environment	125
Policy 30: Green and Blue Infrastructure (Strategic).....	125
Policy 31: Protecting Biodiversity and Geodiversity (Strategic).....	129
Policy 32: Local Green Space (Non-Strategic)	133
Policy 33: Green Wedges (Strategic)	135
Policy 34: Countryside (Non-Strategic)	138
Policy 35: Trees, Woodlands and Hedgerows (Non-Strategic).....	140
Policy 36: Soils and Agricultural Land (Non-Strategic)	142
11. Regeneration Areas	144
Regeneration Policy (RP1): Kilby Bridge Settlement Envelope (Non-Strategic).....	144
12. Allocation Sites	147
Allocation Policy 1 (AP1): Land North of Newton Lane, Wigston (Strategic).....	147
Allocation Policy 2 (AP2): Wigston Meadows Phase 3, Wigston (Strategic)	152
Allocation Policy 3 (AP3): Land North of Glen Gorse Golf Course, Wigston (Strategic)	157
Allocation Policy 4 (AP4): Land West of Welford Road, Wigston (Strategic).....	162
Allocation Policy 5 (AP5): Land South of Gartree Road Strategic Development Area (Strategic)	166
Allocation Policy 6 (AP6): Land South of Gartree Road and East of Stoughton Road, Oadby (Strategic)	173
Allocation Policy 7 (AP7): Land at Oadby Grange, Oadby (Strategic)	178
Allocation Policy 8 (AP8): Land South of Sutton Close, Oadby (Strategic)	183
13. Monitoring and Implementation	189
Monitoring Policy (MP1): Monitoring and Implementation (Strategic)	189

Foreword



Our Local Plan sets out the Vision for the Borough of Oadby and Wigston's future up to 2041 so we can deliver on our ambitions for the Borough to be a vibrant place to live and work. It sets out our policies for the built and natural environment, housing, infrastructure, open space, employment, community facilities and more. It outlines how appropriate forms of development should occur in the most suitable locations. It will provide a level of certainty about what areas will be developed or protected in future, allowing us to improve places, delivering sustainable growth whilst safeguarding the parts that make our Borough special. Having an up-to-date Local Plan gives us a framework to make all of this happen, providing greater control over the type and quality of development that takes place in the Borough. It also helps the Council guard against unwanted development.

Extensive consultation has informed the choices that have been made in this Local Plan, as the Council seeks to strike the balance between the many demands for change and how they can be met locally. We want to make the Borough fairer, cleaner and greener, support residents to be healthier and happier, and, to provide more opportunities for learning and work. This can be facilitated by the Vision and direction set out in our Local Plan.

In response to the Government set target for delivery of new homes, the Local Plan supports the delivery of 5,040 new homes in the Borough during this Plan period, many of which are already under construction or already have planning permission. This will include a high proportion of much needed affordable homes for local people, as well as the right levels of infrastructure.

I'd like to thank all those that took part in our Draft New Local Plan public consultations during 2021 and 2024 (Regulation 18). The representations received have helped to inform this updated Pre-Submission version of the Local Plan (Regulation 19). I would encourage everyone to take the time to read this Local Plan as it impacts your local area in the Borough and to share your comments with us so that we can pass these on to the Independent Examiner for their consideration.

Councillor Samia Haq
Leader of Oadby and Wigston Borough Council

1. Introduction

Strategic Context

- 1.1.1 The Borough of Oadby and Wigston (the Borough) is a relatively small, compact and urbanised Borough that shares its boundaries with Leicester City, Blaby District and Harborough District. The entire urban area of the Borough sits within an area characterised as the wider Leicester Urban Area. The Leicester Urban Area is defined as the built-up area that is centred on Leicester City. With the Borough area also being directly adjacent to the City of Leicester, the two areas share a strong spatial relationship, despite the differences in size and population.
- 1.1.2 The Borough is part of a collection of local planning authorities (LPA's) that make up Leicester and Leicestershire. The LPA's situated within Leicester and Leicestershire are, Leicester City Council, Charnwood Borough Council, Harborough District Council, Hinckley and Bosworth Borough Council, Blaby District Council, Melton Borough Council, North West Leicestershire District Council and ourselves, Oadby and Wigston Borough Council (all two-tier authorities). Leicester City Council is the only unitary authority situated within the Leicester and Leicestershire area; with Leicestershire County Council taking control of the functions that the other two-tier Borough and District areas do not, for example highways, care and education.
- 1.1.3 The Leicester and Leicestershire area also comprises the Leicester and Leicestershire Housing Market Area and the Functional Economic Market Area (HMA). The Leicester and Leicestershire HMA authorities work together on a number of different strategies, partnerships, evidence base documents and processes and regularly meet under the Duty to Cooperate. Close joint working between the HMA authorities ensures that there is a fully 'joined up' partnership approach to tackling strategic issues affecting each local authority as well as the wider HMA; for example, transport and highway assessment evidence, housing and economic needs assessments, and strategic employment distribution.
- 1.1.4 The HMA authorities, Leicestershire County Council and the Leicester and Leicestershire Enterprise Partnership (LLEP) produced a (non-statutory) Strategic Growth Plan that continues to act as the strategic planning framework for the Leicester and Leicestershire HMA, up to the year 2050.
- 1.1.5 In addition to the wider HMA working mentioned above, the Council also works closely with both Leicester City Council and Harborough District Council due to many cross boundary aspects, including the green swathes of land that are defined and designated as Green Wedges. Green Wedges play a vital role strategically by providing 'green lungs' out from the City of Leicester into the open countryside of the surrounding District and Borough Council areas.

What is a Local Plan?

- 1.2.1 A Local Plan is one of, if not, the most important document that a local planning authority produces. It is the primary document that guides all forms of development within the local planning authority area.
- 1.2.2 Local Plans are aspirational, yet realistic documents that set out the vision and framework for future development within a local planning authority area, and address needs and opportunities (for example) relating to housing, the economy,

the environment, community facilities, local infrastructure, climate change and high-quality design. The Government also suggests that they are critical tools for guiding decisions about individual development proposals as they (combined with Neighbourhood Plans) are the starting point for considering whether applications for development are appropriate and sustainable and ultimately can be approved.

- 1.2.3 An adopted Local Plan is a statutory document that all Local Planning Authorities (LPA's) have a legal duty to prepare and to keep up to date. A Local Plan seeks to ensure local development is provided in accordance with the principles of sustainable development as set out in the National Planning Policy Framework (NPPF).
- 1.2.4 If a local authority does not keep its Local Plan up to date, it is at risk of unsustainable and un-planned development that its communities cannot have a say on. It is therefore essential that LPA's ensure that its Local Plan is up to date, robust and has been produced with significant community involvement.

What is the purpose of this Document?

- 1.3.1 This Local Plan document builds on previous consultation exercises the Council has undertaken, including three 'Call for Sites', a Regulation 18A 'Issues and Options' and a Regulation 18B 'Preferred Options' public consultation. This document has been developed through engagement with the public and key stakeholders such as infrastructure providers, elected Member's, residents' groups, residents, businesses, interest groups and the development industry. This has ensured the Local Plan document and the evidence underpinning it have been shaped by a detailed understanding of the key local issues within the Borough area.
- 1.3.2 The Council has also taken into account significant changes in national planning policy, including the changes to the NPPF and subjected all options and approaches to a Sustainability Appraisal (SA). The process of drafting the Local Plan has provided another opportunity for residents, businesses and other interested parties to help shape the Borough's future.

Overview

- 1.4.1 The previous Local Plan was adopted in April 2019 and sets out the Council's most up to date planning policy position for the period 2011 to 2031. Once adopted, this Local Plan will supersede the previous Plan.
- 1.4.2 There has been two previous statutory stages of public consultation on the preparation of the Local Plan. The first stage was the Regulation 18A Issues and Options public consultation which the Council undertook between midday Friday, 3 September 2021 and midday Friday, 29 October 2021. The second consultation period was the Regulation 18B Preferred Options consultation stage that took place between midday on Wednesday 3 April to 12pm on Wednesday 15 May 2024. These very much focused on identifying the key issues and challenges that may exist within the Borough area over the next Plan period, and sought to establish how the Local Plan will respond to these in the future through a range of preferred policy options.
- 1.4.3 Over the coming years, the Borough will need to undergo change and transformation. Not only does the Borough need to provide for its local community, but it also needs to allow for business growth, change and adaption. The Local Plan will ensure that there is a balanced strategy that encourages sustainable

development and growth, whilst also helping to tackle climate change and protecting those areas that most need it. In order to manage this change and transformation effectively, this Local Plan establishes the Borough's growth strategy for the period 2020 to 2041.

- 1.4.4 This Local Plan takes account of Leicester City Council's declared unmet housing needs. The Plan period start date is consistent with those dates set out within the Leicester and Leicestershire Authorities - Statement of Common Ground relating to Housing and Employment Land Needs (June 2022). The Plan takes the figure of 240 homes per annum agreed via the Statement of Common Ground and uses this as the basis for the 21 year period to give a total of 5,040 homes. This figure of 240 is at the upper end of the range tested in the Sustainability Appraisal that can be accommodated and still be sustainable.
- 1.4.5 As Leicester City's unmet housing need has only been robustly evidenced for the period up to 2036, it is considered reasonable and appropriate to roll forward the figure of 240 dwellings per annum for the entire Plan period, including between 2036 and 2041.
- 1.4.6 Taking account of the Site Options available for consideration (including those submitted in May 2024), the Council has undertaken a thorough assessment of each Site Option to inform its position with regards to the Council's Allocation Site Policies (see Chapter 12) to meet the Borough's housing need to 2041.
- 1.4.8 The Council has taken into account a plethora of information to inform this site selection process. The evidence base that has been produced strategically with other local authorities in Leicester and Leicestershire, as well as that at a local level has enabled the Council to identify which growth areas are the most appropriate and sustainable to accommodate the new allocations for development.
- 1.4.9 The suite of evidence produced has taken into account the impacts of growth within the Borough area, as well as the potential growth occurring within neighbouring local authorities, particularly those which will have cross-boundary implications for the Borough area. All new allocations take account of all infrastructure requirements, including but not limited to, highways and public transport, GP practice provision, education, Biodiversity Net Gain, housing type, size and tenure, open spaces, community facilities and sports provision.

Sustainability Appraisal / Strategic Environmental Assessment (SA/SEA) and Habitats Regulation Assessment (HRA)

- 1.5.1 A Sustainability Appraisal (SA/SEA) is a requirement of the Plan making process. The SA is an iterative document which appraises the economic, social, and environmental sustainability of the Plan's proposals. It has been used to inform the preparation of the Local Plan throughout each stage and development of the spatial strategy and policy direction set out in this document.
- 1.5.2 A Habitat Regulations Assessment (HRA) is also a requirement of the Plan making process. The HRA is also an iterative document which assesses the potential impacts of the Plan's proposals on the conservation of European Designated sites.

National Planning Policy and Guidance

- 1.6.1 The National Planning Policy Framework '*sets out the Government's planning policies for England and how these should be applied. It provides a framework*

within which locally-prepared plans can provide for sufficient housing and other development in a sustainable manner’. Further, ‘Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions’.

- 1.6.2 National Policy requires local plans to set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for: housing (including affordable housing), employment, retail, leisure and other commercial development; infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal management, and the provision of materials and energy (including heat); community facilities (such as health, education and cultural infrastructure); and conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

Strategic Growth Plan: Leicester and Leicestershire 2050 Vision

- 1.7.1 The creation of sustainable and attractive places to live, work and relax is a shared endeavour by all LPA partners in Leicester and Leicestershire. To achieve this key objective, the partners have a history of working collaboratively to achieve the best outcomes for communities in delivering development and infrastructure, whilst also maintaining the distinctive identity and character of individual places in the City and across the County.
- 1.7.2 The Leicester and Leicestershire Strategic Growth Plan, approved in 2018, was prepared by the ten partner organisations – the City Council, the County Council, the seven Boroughs and Districts, and the Leicester & Leicestershire Enterprise Partnership – to provide a plan which will help shape the future of Leicester and Leicestershire in the period to the year 2050. It is a ‘non-statutory’ Plan, but it provides an agreed framework to use when preparing individual Local Plans and other strategies. The Strategic Growth Plan can be viewed at lstrategicgrowthplan.org.uk
- 1.7.3 Local Plans prepared by the City, District and Borough Councils are the statutory tool for delivering the Strategic Growth Plan’s overarching vision, as well as providing the local steer for the delivery of infrastructure and reflecting local distinctiveness and circumstances.
- 1.7.4 The Strategic Growth Plan recognises that significant new development cannot be accommodated within Leicester and Leicestershire without substantial investment in infrastructure and services. It proposes:
- Focusing growth in areas close to existing employment clusters and opportunities and new infrastructure proposals;
 - Focusing growth in major strategic locations and reducing the amount that takes place in existing towns, villages and rural areas;
 - Five key growth areas (which are identified). Those relevant to the Borough of Oadby and Wigston are Leicester Our Central City and the A46 Priority Growth Corridor; and,
 - Delivery of the strategic growth areas will be as 21st century garden towns, villages and suburbs. New housing and employment will be planned together

with new and improved roads, public transport, schools, health services, local shops and open space.

- 1.7.5 All Leicester and Leicestershire authorities continue to take a collaborative approach to the delivery of the Strategic Growth Plan’s vision and objectives, incorporating cross-boundary growth and infrastructure matters, including through Statements of Common Ground and/or Memorandums of Understanding as appropriate.

The Borough of Oadby and Wigston Corporate Strategy

- 1.8.1 The Council’s Corporate Strategy sets out the Vision, long-term ambitions, and the Strategic Objectives for the Council, for the period 2024 to 2027.

- 1.8.2 The Corporate Strategy, sets out five Strategic Objectives for the Council. These are:

Strategic Objective One – ‘Our Council’.

- 1.8.3 This objective seeks to ensure that the Council:

- Is the local voice of residents and businesses;
- Ensures that we provide high quality, value for money services that meet the needs of residents, businesses, and visitors; and,
- Will ensure high connectivity with residents and businesses.

Strategic Objective Two – ‘Our Communities’.

- 1.8.4 This objective seeks to ensure that the Council:

- Provides a clean and safe space for everyone;
- Supports any activities or actions that enhance the health and wellbeing of our Borough; and,
- Provides good, affordable, and efficient housing for everyone.

Strategic Objective Three – ‘Our Economy’.

- 1.8.5 This objective seeks to ensure that the Council:

- Supports economic growth that is focused on our town centres;
- Makes our Borough an inviting place to visit; and,
- Helps provide good employment opportunities.

Strategic Objective Four – ‘Our Environment’.

- 1.8.6 This objective seeks to ensure that the Council:

- Ensures that we are a carbon conscious Borough; and,
- Ensures we are seen to be green.

Strategic Objective Five – ‘Our Partners’.

- 1.8.7 This objective seeks to ensure that the Council:

- Develops, maintains and enhances partnerships to help support delivery of our objectives; and,
- Ensures we are engaged and listening to all sections of the community.

2. Spatial Portrait

Physical Characteristics

- 2.1.1 The Borough of Oadby and Wigston is a relatively compact highly urbanised Borough (approximately 2,400 hectares in size) that lies directly adjacent to and shares boundaries with the City of Leicester, Harborough District and Blaby District. The urban areas of the Borough share a strong spatial relationship with Leicester City despite the differences in size and population. The Borough plays an important role in providing residents of the City of Leicester with a link to the countryside due to its position, ‘sandwiched’ between the City and the countryside beyond.
- 2.1.2 For many years, the Borough has consisted of three main settlements (Oadby, Wigston and South Wigston). Oadby, a large village by the 1860s, established itself around agriculture. It expanded rapidly in the early 1900s as wealthy Leicester City business people built large family homes immediately to the east of the village. These houses remain as fine examples of the Arts and Crafts movement, although many are now in the ownership of the University of Leicester which established its Oadby Campus after the Second World War.
- 2.1.3 Wigston, originally two settlements, was amalgamated into Wigston Magna in 1529. The two settlements were linked by a series of ‘Lanes’ which remain today. The canal and railway brought further growth to what had been a predominantly agricultural community, resulting in further development to meet industrial and housing needs. This continued after the Second World War with numerous housing estates rapidly extending the size of the town.
- 2.1.4 South Wigston, a new town developed in the mid to late 1800s (by Orson Wright, the owner of large brickworks) followed the tradition of ‘model’ towns by Victorian philanthropists. Unlike other ‘model’ towns of the time, it was not just intended to house workers of the brickyard though. Other commercial premises, particularly associated with the clothing industry were established right from the start. The railway was fundamental to this development. The Victorian barracks, now used as the Territorial Army Headquarters, predated this growth. The current mature trees, open space, and road layout to the north of the barracks date from the 19th century Glen Parva Grange Estate. This history is still very much evident today.

Social Characteristics

The Community – population and demographics

- 2.2.1 Data from the 2021 Census¹ shows that the population of the Borough has increased by 2.7% from around 56,200 in 2011 to 57,700 in 2021. This is lower than the increase for the East Midlands which was 7.7% and England which was 6.6%. The Borough has a relatively high usual resident population density which is 2,453 persons per square kilometre compared to other Leicestershire Districts and the County which has a population density figure of 342 usual residents per square kilometre. This demonstrates the more urban nature of the Borough compared to its more rural Leicestershire neighbouring authorities.

¹ Office for National Statistics: [First results from Census 2021 in England and Wales](#)

- 2.2.2 The Census 2021 data also shows that the Borough has a higher-than-average population percentage over the age of 75 years old at 10.8%. This is the highest of all the Leicester and Leicestershire local authority areas and is higher than the East Midlands average (8.9%) and the England average (8.5%). Indeed, one in five of the Borough's population is currently aged 65 years old or above, but by 2041, this is expected to increase to one in four.
- 2.2.3 The cultural composition of the Borough's population is rich in diversity. The Asian population represent 27.9% of the Borough's overall population, the Black population represent 2.2% of the population and the mixed/multiple ethnic groups represent 3.2%. The Asian population figure is approximately three and a half times higher than the East Midlands regional average figure of 8% (Census 2021).
- 2.2.4 The percentage of residents identified as being disabled and who reported that their ability to carry out day-to-day activities is 'limited a lot' in the Borough is 6.5%. The percentage who are disabled and who reported that their ability to carry out day-to-day activities is 'limited a little' is 10.1%. Overall, in 2021, 46.2% of residents described their health as "very good", increasing from 44.4% in 2011.

Housing and the economy

- 2.3.1 As mentioned above, the Borough area has three distinct settlement areas, Oadby, Wigston and South Wigston. Each of the three settlement areas have very different perceived levels of affluence (in this instance represented by average house prices 2022) as well as levels of social deprivation (in this instance represented by Indices of Multiple Deprivation 2019 (IMD) ranking).
- 2.3.2 Land Registry (August 2023)² shows the average house price in the Borough is £271,782. At a settlement level, data shows that in Oadby, which is perceived as the most affluent area within the Borough, the median house price of a 3 bed semi-detached is £295,000. In Wigston, the median house price is £260,000 and in South Wigston is £250,000. Further to this, a 4-bed detached house found the median price to be £465,000 in Oadby, £350,000 in Wigston and £300,000 in South Wigston. The data clearly illustrates the land value disparities found within the Borough. Further, Oadby has pockets of house prices well in excess of £1 million.
- 2.3.3 The Borough is ranked 249th out of 317, (where 1 is the most deprived) by the Indices of Deprivation 2019³. The indices also measure deprivation for each Lower Layer Super Output Area (LSOA) in England. On a settlement basis, South Wigston has the highest levels of social deprivation, Wigston has lower levels than South Wigston, and Oadby has the lowest. The Office for National Statistics data for income deprivation⁴ in the Borough highlights that in 2019, 8.6% of the population was income deprived. Of the 36 neighbourhoods assessed in the Borough, one was among the 20% most income deprived in England, this neighbourhood is located north of Blaby Road and south of the railway line in South Wigston. Six neighbourhoods were identified as being in the 20% least income deprived in England. These areas are located on the settlement edges of Wigston and Oadby as well as the border between Oadby and Stoneygate in Leicester city. Although the Borough is relatively small in size, this data illustrates the complexities that the Council needs to grapple with, and why a broad-brush approach is not always

² Land Registry: [House Price Index](#) (July 2022)

³ MHCLG: [English indices of deprivation](#) (2019)

⁴ Office for National Statistics: [Mapping income deprivation at a local authority level](#) (2019)

appropriate.

- 2.3.4 2021 Census data shows that the average household size within the Borough is 2.6 persons per household, which is similar to the 2011 Census average of 2.63. In general, the Oadby area has the highest average number of persons per household.
- 2.3.5 According to NOMIS⁵, a service provided by Office for National Statistics, the Borough has an unemployment percentage for the period July 2022 to June 2023 of 4.2%. This is an increase of 1.7% from the previous year. This compares to an East Midlands unemployment rate of 3.6 per cent and the national unemployment rate of 3.8 per cent. NOMIS (2022)⁶ data also shows that the wholesale, retail and garage repairs sector accounts for the largest number of people in employment in the Borough, at an estimated 3,500 people and 18.4% of total employment. This is above the East Midlands average (15.6%) and the Great Britain average (14%).
- 2.3.6 The second largest employer is the Health sector (15.8%), closely followed by the Manufacturing sector (11.8%) and Education sector (11.8%). The latter could be because of the Borough's close connection with the University of Leicester with student accommodation and ancillary facilities being located within Oadby alongside several primary, secondary, and further education institutions spread across the wider Borough.
- 2.3.7 In contrast, the lowest scoring sector is the Energy supply sector (0.1%), followed by the Water supply sector (0.2%). The Borough also has a relatively low workforce in the transport and storage industry at 3.2% compared to the East Midlands average of 6.7%. This difference is likely to be due to other Leicestershire District's and Boroughs having good road, rail, and air links in comparison to the Borough of Oadby and Wigston which does not benefit from decent road links to the national highway network.
- 2.3.8 The Borough has several identified employment areas. These are areas of land designated for uses defined as employment by the Use Classes Order. Some of the units on the identified employment areas lack the quality and flexibility required by modern industry. In addition, the environment, general layout, and accessibility for some is poor. Whilst there is relatively low turnover of businesses, there is a lack of interest in the units that do become available for new employment uses. This is largely due to the quality and large size of units and the identified employment areas having poor accessibility to the larger trunk roads such as the M1 and M69 compared to other nearby districts and boroughs. However, it is acknowledged that in recent years the Council has permitted the change of large single units within the identified employment areas to be replaced with/by groups/clusters of smaller single units that better reflect the market demand.
- 2.3.9 One of the major land users, employers, and catalysts in Oadby for inward investment, is the University of Leicester. The University has had a presence in the Borough for over 50 years and over this time has expanded its facilities which now provide student accommodation, conferencing, and sports facilities. The presence of the Campus contributes to the local economy by increasing the use of the facilities and services in Oadby district centre, and the sports facilities are used and

⁵ NOMIS: [Labour Market Profile for Oadby and Wigston Employment and Unemployment \(Jul 2022-Jun 2023\)](#)

⁶ NOMIS: [Labour Market Profile for Oadby and Wigston Employee Jobs by Industry \(2022\)](#)

enjoyed by local clubs and groups. The University has plans to continue improving and expanding its facilities in Oadby and replacing outdated accommodation.

- 2.3.10 Tourism in the Borough plays a small yet important role in the local economy in relation to the centres of Wigston, Oadby, South Wigston and the settlement of Kilby Bridge, as well as large areas of green space including Brocks Hill Country Park, Leicester Racecourse, and the Botanical Gardens in Oadby.

The Centres of Wigston, Oadby and South Wigston

- 2.4.1 Wigston is the Borough's main town centre and contains the largest variety of shops, services, and facilities. The town is centred on the fully pedestrianised Bell Street, The Arcade and Leicester Road. Wigston is the only 'town' centre within the Borough and one of only a small number of town centres within the wider Leicester area. Wigston therefore fulfils an important town centre function for residents.
- 2.4.2 Oadby is a large district centre with a smaller, but nevertheless good range of shops, services and facilities which are mostly located along The Parade. Council owned public car parking is situated to the east and west of The Parade and is easily accessed from the north and south of the centre. Oadby is particularly influenced by the presence of three out of centre supermarkets situated along the A6.
- 2.4.3 South Wigston is a smaller sized district centre extending almost the entire length of Blaby Road. This results in a stretched linear centre. Many of the properties and retail units clearly date back to the origins of the settlement. Three large out of centre retail units are located opposite Blaby Road Park at the eastern end of Blaby Road. The North Warwickshire and South Leicestershire College building, built in 2010, is also adjacent to the park.
- 2.4.4 Each of these centres are of equal importance to many local people. There is a tendency with the residents of Wigston, Oadby and South Wigston, not to travel out of 'their' settlement to access other shops, services and facilities that are available within the Borough. This leads to each of the centres providing a similar range of opportunities, albeit at a different scale. This arrangement is a result of the way in which the three settlements have evolved over the years and a perception that if needs are not met by the nearest centre, it is unlikely that the other centres in the Borough will meet the needs either. It is also a result of the limited public transport services that operate between the three centres, in comparison to the established links to the City of Leicester.
- 2.4.5 The centres, particularly Wigston, are not only influenced by their proximity to each other, but their proximity to Leicester City Centre and the Fosse Shopping Park in Blaby District and to a lesser extent Market Harborough centre. Both Leicester City and Fosse Park offer large amounts of retail and commercial floorspace and attract national retailers. Leicester City Centre offers a wide range of services and facilities. Nevertheless, the Borough's centres are valued by local residents. However, historically they have suffered from a lack of investment, particularly in relation to their quality of design and in terms of making the best use of sites within their spatial setting. Despite macroeconomic changes such as Covid and the cost-of-living crisis over the last few years, on average the town and district centres continue to operate relatively well in relation to key performance indicators such as low vacancy rates and regular footfall patterns throughout the calendar year.

Transport

- 2.5.1 The Borough is crossed by three main transport routes that serve the City of Leicester and access to neighbouring authority areas, including: the A6, the A5199 and the B5366. The B582 serves as the only direct 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 settlements 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.
- 2.5.2 Significant congestion is apparent at many of the junctions within the Borough, as well as along its routes. At peak times, traffic flows along several of the main routes within the Borough are significantly hampered by congestion. The Borough Council works closely with neighbouring local authorities as well as the County Council (as the local highway authority) to ensure development, not only within the Borough, but outside of the Borough, is situated as to have the least impact on the existing highway network.
- 2.5.3 Public transport links within the Borough are also generally poor, with limited bus services operating between South Wigston, Oadby and Wigston, Parklands Leisure Centre, Brocks Hill Country Park and the Borough's town and district centres. The public transport links, however, into Leicester City from the town and district centres are relatively frequent.
- 2.5.4 The Borough has access to the Leicester to Birmingham railway line via South Wigston Railway Station. This mode of transport also provides a regular service to Leicester and onward to Nottingham and the north, as well as Nuneaton and Birmingham to the southwest. Passengers can also change at Leicester to access the Midland Mainline to London.

Environmental Characteristics (including heritage assets)

- 2.6.1 Attractive, safe, high quality, and accessible parks and green spaces contribute positively to social, economic, and environmental benefits and promote sustainable communities.
- 2.6.2 The Borough has relatively good access to the green open spaces and the open countryside via the Brocks Hill Country Park, the Green Wedge between Oadby and Wigston, the Green Wedge adjacent to the northeast of Oadby, the River Sence, the Grand Union Canal and various other parks, Local Green Spaces and open spaces.
- 2.6.3 There are other areas which contribute to the Borough's Green and Blue Infrastructure, such as Fludes Lane Woodland, and Leicester Racecourse. Furthermore, the Limesdelves and part of the Grand Union Canal between Kilby and Foxton is classified as a Site of Special Scientific Interest, in part, a Regionally Important Geological Site, and a Local Wildlife Site. Although predominately urban, the Borough does have a good level of tree coverage along several of its streets / roads, for example Saffron Road in South Wigston, Manor Road in Oadby and Granville Road in Wigston. But due to the urban nature of much of the Borough, the

level of tree cover is patchy across the area. This Local Plan will seek to rectify this tree cover shortfall in certain areas.

- 2.6.4 There are four allotment sites across the Borough containing more than 300 plots of various sizes and these play an important role in contributing to the natural environment and in promoting healthy lifestyles.
- 2.6.5 In total, there are 10 Conservation Areas which are influential in maintaining the townscape and landscape of the Borough. Nine of these were designated by Oadby and Wigston Borough Council and benefit from individual Conservation Area Appraisals and a Conservation Area Supplementary Planning Document. The other area, the Grand Union Canal Conservation Area was designated by Leicestershire County Council. Each of the Conservation Areas are extremely important and are designated due to their special architectural and / or historic interest. Each Conservation Area contributes to the Borough's varied and distinctive landscape character. It is imperative that these areas are conserved and enhanced for future populations to enjoy. In addition to the 10 Conservation Areas, there are currently 39 Listed Buildings and Structures situated in the Borough.
- 2.6.6 There are several parks within the Borough that are home to equipped children's play and sports facilities, such as football and cricket pitches. The Borough also has a rich quality of green spaces, floral displays and horticulture. Together, these qualities have earned the East Midlands in Bloom 'Gold Award' for 13 consecutive years as at 2023, and the Borough has regularly been a finalist when representing the East Midlands in the Britain in Bloom awards where it achieved 'Silver Gilt' Award in 2023.
- 2.6.7 In addition to the above, there are areas of archaeological importance, as well as, non-designated heritage assets, for example locally listed buildings. Although not nationally designated, locally listed buildings are important to the local historic landscape and heritage of the Borough. The Borough Council recognises their importance locally and will seek to conserve and enhance these heritage assets. The Borough Council maintains a list of these buildings.

Kilby Bridge

- 2.7.1 The small settlement of Kilby Bridge is located approximately a 20-minute walk south from Wigston town centre and is part of the Grand Union Canal Conservation Area. The settlement is separated by the A5199, with small-scale built development either side. It is bounded to the north by the Leicester to London railway and to the south by the Grand Union Canal and River Sence (and the southern extent of the Borough boundary). Due to its proximity to both mentioned watercourses, parts of the settlement are liable to flooding.
- 2.7.2 The settlement consists of a small number of residential properties, small scale commercial and a public house. Kilby Bridge has rural surroundings and is an attractive and valuable asset. To the east of the settlement, is a Site of Special Scientific Interest, in part, a Regionally Important Geological Site, and a Local Wildlife Site.

3. Vision and Spatial Objectives

- 3.1.1 The Vision and Spatial Objectives form the very heart of the Local Plan and are built from the foundations laid out in the spatial portrait and take account of the Council's Corporate Priorities. The Vision provides an interpretation of how the Borough might look in 2041 given the influence of this Plan.

Vision

In 2041, the Borough of Oadby and Wigston will be a safe, clean and attractive place in which to live, work and visit. It will have a resilient and prosperous economy, secure environment, vibrant centres and healthy empowered communities. The Borough will be continuing to promote sustainable economic growth, as well as making the best use of its natural and heritage assets.

Growth will contribute to residents' health, happiness and well-being in the Borough through the timely delivery of well-designed, attractive and high-quality development that will meet their needs, whatever their income, stage of life and ability. High quality development will continue raising the level in terms of environmental standards, quality of life and local distinctiveness.

The Borough will deliver sustainable housing and employment growth by making local services and destinations more spatially linked by walking and cycling and through the promotion of sustainable transport solutions. In turn, this will enable thriving local economies by supporting sustainable business growth, investment and attracting new businesses. Entrepreneurship and equality will be encouraged through enabling better education, skills and employment opportunities for all.

The Borough will progress towards net zero and be resilient to climate change through adaptation and mitigation measures whilst reducing its carbon footprint through energy efficiency measures, waste prevention and nature-based solutions.

Residents in the Borough will have the opportunity to enjoy peaceful, harmonious, high quality and healthy active lifestyles in communities that are in keeping with the character and local distinctiveness of the area and offer a range of; high quality new homes which meet local needs; job opportunities; high quality sporting facilities and other important services and facilities. The Borough and its assets will be accessible to all through sustainable modes of transport.

Residents will be able to enjoy a strong network of multi-functional green and blue infrastructure including parks, waterways and the open countryside which provide health and environmental benefits for all. The Borough's historic and natural environment will be conserved and enhanced, with a focus on improving biodiversity and increasing natural capital.

The Spatial Objectives

- 3.2.1 To ensure that the Vision and strategy is effectively delivered, this Local Plan sets out fifteen Spatial Objectives. The Spatial Objectives focus on the key issues and challenges that need to be addressed to fulfil the Vision. The objectives consist of a 'headline' and detail as to why each objective is a key issue locally.

Vibrant town centres

Spatial Objective 1: Regeneration of town and district centres

Masterplans and associated documentation, alongside identified land will deliver regeneration, investment, and growth in the centres of Wigston, Oadby and South Wigston. The centres will be a focus of growth due to their sustainable locations at the heart of their communities. They will be the key locations for retail shops and cafes, leisure activities, office-based employment, and some residential development. New development will respect the unique character of each centre and ensure the provision of public space that residents and visitors can enjoy.

Spatial Objective 2: Wigston town centre

Reinforce Wigston's role as the Borough's main town and one of only a small number of town centres in the wider Leicester area. There will be public realm improvements across the town centre to a consistent high standard and pedestrian and cycle-friendly connections will be maximised to make a 'walkable Wigston'. The regeneration of the town centre will make Wigston a more attractive investment destination for national and regional retailers as well as supporting the smaller independent local retailers and businesses that provide a diverse and unique mix of retail outlets.

Spatial Objective 3: Oadby district centre

Reinforce the role that Oadby's centre plays within the Borough. Continue to encourage the mix of retailers that accommodate the main shopping streets, as well as the supplementary uses such as cafes, bars, and restaurants. As well as the encouragement of local residents, a concerted effort will be made to encourage the use of the centre by the thousands of students that reside under a mile away in the University of Leicester's Manor Road student campus.

Spatial Objective 4: South Wigston centre

Continue to promote regeneration opportunities within the district centre that build upon the significant investments made to Blaby Road Park, and the College campus. Reinforce the distinct local heritage associated with Orson Wright and its model town origins.

A prosperous economy

Spatial Objective 5: Improved employment opportunities

Areas identified within the Borough for industrial, storage and distribution employment will be managed appropriately and protected from uncomplimentary or detrimental changes of use. Office based and retail-based employment will be focused in the most sustainable locations. This approach will help to maintain the Borough's relatively low rates of unemployment by offering a variety of employment opportunities across the Borough that have good transport connections. Land will be identified for appropriate employment uses that meet the Borough's required need, as well as offering opportunities for businesses to establish and grow. A mix of type and size of employment uses will be encouraged within each location identified, to achieve a better balance between the location of jobs and housing, which reduces the need to travel.

Spatial Objective 6: Accessible transport links

The use and development of sustainable transport, including travel planning, working from

home, cycling and walking will be actively encouraged as well as an improvement to residents and employees' access to fast, frequent, and affordable public transport. The east / west public transport links between the settlements of Oadby and Wigston and Wigston and South Wigston will be improved where possible. In addition, the reliable public transport links between each of the Borough's main centres and Leicester City will be maintained and enhanced where possible to do so. Whilst encouraging the reduction of private car use, the highway network within the Borough will be improved to ensure as reliable and free flowing movement of vehicular traffic as possible.

Healthy empowered communities

Spatial Objective 7: Growth of the urban areas

Make the most efficient use of the Borough's limited land and plan for suitable and well-located housing and employment which meets identified needs, as well as increase and enhance accessibility to a high quality cycling, walking and wheeling network (linking to the latest version of the Local Cycling and Walking Infrastructure Plan for the area). Allocation growth areas will have appropriate access to and will not have an unacceptable impact on highway safety and the current highway network. Development will be located to reinforce Wigston's main town centre role as well as realising Oadby centre's role within the Borough.

Spatial Objective 8: A balanced housing market

A mix of housing opportunities will be provided to positively meet the housing needs of the entire local community across their lifetime. A mix of type, tenure and affordability will be provided to ensure that all residents of the Borough have access to quality homes. The primary focus for new homes will be the three main centres, the rest of the urban area, as well as allocated growth areas. Support will be given to proposals or schemes that realise these primary focus locations and the needs of the local community.

Spatial Objective 9: Enabling Health Choices

A wide range and mix of high quality cultural, educational and health facilities will be provided in the most appropriate and sustainable locations. Walking, wheeling and cycling will be supported throughout the Borough and improved access to these travel methods will be required in large scale development schemes. The existing provision of publicly accessible open spaces and leisure and recreation facilities within the Borough will be conserved and enhanced. The Council will adopt a 'no net loss' strategy towards open spaces within the Borough.

Climate resilient, safe, clean, and attractive

Spatial Objective 10: Climate Change

To mitigate and adapt to climate change and support the Borough to transition to net zero carbon by 2050. This will be achieved by promoting a sustainable pattern of development and activity, limiting carbon emissions, ensuring well designed developments incorporating low carbon technologies, renewable energy, and energy efficiency measures, and being resilient to the current and future climate threats.

Spatial Objective 11: High quality and sustainable design

All new development within the Borough, whether it is new build or conversion, will be required to illustrate the highest standards of design and construction. Design will also be a key component in ensuring that streets are safe from crime and anti-social behaviour and

promote social inclusion and community cohesion. All development will be required comply or justify adherence to the Council's Design Code principles and objectives to respect local history, character, and vernacular, whilst incorporating measures to conserve energy, minimise flood risk, achieve sustainable energy generation, encourage active travel, safeguard minerals, and minimise and reuse waste.

Spatial Objective 12: Conserving and enhancing green and blue infrastructure

All development should be respectful to the natural environment and landscape (including Local Green Spaces, ancient woodland, and veteran trees), as well as conserving and enhancing the Borough's biodiversity. Both green and blue assets will be protected, managed, and enhanced. Due to the predominately urban nature of the Borough, enhancement of the landscape and biodiversity will consist of, for example the planting of trees, and the creation of ponds and other natural habitats to improve species resilience to climate change and provide nature-based solutions. Provision of a network of multi-functional green spaces which secures a net gain in biodiversity and contributes to the Nature Recovery Network will be sought.

Spatial Objective 13: Enhancing local heritage

To encourage the enhancement and conservation of; historically significant buildings and heritage assets and their settings; archaeological sites; conservation areas; parks and other cultural assets; there will be opportunities for people to access and understand our local heritage. To conserve and enhance the Borough's heritage, respecting historic buildings and their settings, links, and views.

Spatial Objective 14: Green Wedges and the Countryside

Promote the positive management of the Green Wedges so that their cumulative impact help to support healthy lifestyles in terms of limiting the effects of pollution on health, providing recreational opportunities, enhancing the natural environment, and guiding development form. Encourage small scale development in the countryside that provides for the rural economy. Through Biodiversity Net gain, increase and improve the network of habitats for wildlife, and access for local people to the natural environment and key Green Infrastructure assets, achieving a healthy balance between the recreational and biodiversity roles of the green wedges and countryside.

Spatial Objective 15: Kilby Bridge regeneration

The settlement of Kilby Bridge, would benefit from small scale development, consisting of residential, commercial, open space and tourism. Any development would need to conserve and enhance the Grand Union Canal Conservation Area which forms an important linear asset for nature conservation, recreation, as well as a valued heritage asset.

4. Spatial Strategy

Policy 1: Spatial Strategy for Development within the Borough (Strategic)

What this Policy will do

- 4.1.1 The spatial strategy for the Borough addresses all of the core aspects of sustainable development within the Borough area and any cross-boundary implications with the wider Leicester and Leicestershire Housing Market Area.
- 4.1.2 The spatial strategy provides a broad indication of the overall scale of development in the Borough, and the level of infrastructure needed to support it, whilst seeking a balance between protection of the Borough's environmental and historical assets, continuing socio-economic development, and improving the quality of life for all.
- 4.1.3 The Borough has a unique and close spatial relationship with Leicester City, Harborough District and Blaby District, particularly in regard to supporting the local economy, shaping strategic green infrastructure, and influencing how residents live out their day to day lives. This close relationship is something that the Borough is seeking to conserve and enhance where possible.
- 4.1.4 All new development should be Plan led and should fulfil the key principles of sustainable development. Sustainable development is often defined as development that meets the needs of the present, whilst not compromising the ability of future generations to meet their own needs. Sustainable development at its core is an approach to development that looks to balance different, and often competing needs, for example, those associated to the environment, society and the economy.
- 4.1.5 The pursuit of sustainable development involves a plethora of differing aspects, including (but not limited to):
- seeking positive improvement in the quality of the built, natural and historic environment
 - improving people's quality of life and health and wellbeing
 - easy access to local jobs
 - easy access to a wide range of new high-quality homes
 - easy access to key facilities and services
 - high quality design and materials
 - easy access to sustainable transport options
 - easy access to leisure opportunities and quality open spaces
 - achieving net gains for biodiversity and the natural environment
 - minimising the impacts to climate change.
- 4.1.6 The Spatial Strategy for the Borough of Oadby and Wigston addresses all of the core aspects of sustainable development and is derived from the Vision and Spatial Objectives of the Local Plan, and the Council's corporate priorities highlighted in the Corporate Strategy. It also takes account of the cross-boundary implications relating to the wider Leicester and Leicestershire Housing Market Area.

- 4.1.7 We recognise that the Borough of Oadby and Wigston is changing and will continue to do so over the plan-period to 2041 and beyond. We want to make sure that the change is positive for existing and future residents and businesses. Our spatial strategy looks to achieve our vision and objectives by meeting the current and future development needs of our communities, delivering the homes and jobs we need, whilst providing the necessary infrastructure to support growth, tackling climate change, enhancing the natural environment and retaining our unique character.

Relevant Spatial Objectives

- Spatial Objective 1: Regeneration of town and district centres
- Spatial Objective 2: Wigston town centre
- Spatial Objective 3: Oadby district centre
- Spatial Objective 4: South Wigston centre
- Spatial Objective 5: Improved employment opportunities
- Spatial Objective 6: Accessible transport links
- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 8: A balanced housing market
- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 10: Climate Change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 13: Enhancing local heritage
- Spatial Objective 14: Green Wedges and the Countryside
- Spatial Objective 15: Kilby Bridge regeneration

Supporting Text

Housing Growth

- 4.2.1 As the Council is seeking to meet its housing requirement in full, under the Duty to Cooperate it will not be reliant on any other local authority within the Leicester and Leicestershire Housing Market Area to help meet its own need. Although, the Council can meet its own need in full, it is aware that the City of Leicester has declared an unmet need and will need help from other HMA partners to deliver its unmet need up to 2036.
- 4.2.2 The planned amount of housing therefore not only addresses our own needs but also contributes a modest proportion towards meeting Leicester City's housing need. This collaborative approach is necessary because we are part of the same housing market area. Leicester provides many of the commercial developments, job opportunities, cultural opportunities and services we rely on, making interdependent growth crucial for the quality of life across Leicestershire. The Borough Council's housing requirement is 5,040 homes between 2020 and 2041.
- 4.2.3 The Plan takes the figure of 240 homes per annum agreed via the Leicester and Leicestershire Statement of Common Ground (2022) and uses this as the basis for the 21 year Plan period to give a total of 5,040 homes. This figure of 240 is at the upper end of the range tested in the Sustainability Appraisal that can be accommodated and still be sustainable. To avoid any doubt, it is considered reasonable and appropriate to roll forward the figure of 240 dwellings per annum for the entire Plan period, including between 2036 and 2041.

- 4.2.4 Taking account of the Site Options available for consideration the Council has undertaken a thorough assessment of each Site Option and evidence-based assessments to inform its position with regards to the Council’s Allocation Site Policies (see Chapter 12) to meet the Borough’s housing need to 2041.
- 4.2.5 The spatial strategy for housing growth allows sufficient flexibility to ensure that the Plan aligns with national policy and guidance and allows for choice and competition within the Borough. The eight Allocation Sites (see Chapter 12 and Adopted Policies Map for full details) in this Plan already have upward of five different developers invested in the delivery of new homes, with further developers likely to become involved as progress of those allocated sites continues through the planning process and come to market over the Plan period.
- 4.2.6 The Council would always seek to actively encourage the reuse of previously developed land, however, is aware that prioritising this over sustainable growth areas would not be positive planning and would be at odds with national policy and guidance. The Council will take a three ‘pronged’ approach to providing the homes that the Borough needs. The three approaches are; encourage and enable the provision of new additional homes within the town centre of Wigston and the district centres of Oadby and South Wigston; encourage and enable the provision of new additional homes on smaller sites within or directly adjacent to the urban area of the Borough; and, allocate provision of new additional homes within the eight Allocation Sites, as set out in this Local Plan.
- 4.2.7 Table 1 illustrates the position as of 31st March 2024 regarding housing need and supply in the Borough. The table shows the number of net additional homes that have been built since 1st April 2020, the number of committed net additional homes and the number of net additional homes allocated in this Plan up to 2041.

Table 1: Housing requirement for the Plan period (as of 31.03.2024)

a	Housing Need 2020-2041	5,040
b	Completions 01/04/20 to 31/03/24	990
c	Remaining Housing Need (a - b)	4,050
d	Committed development (with planning permission: 118 under construction, 1,019 not under construction)	1,137
e	10% Lapse Rate	114
f	Residual need (c - d + e)	3,027
g	15% Supply Buffer	454
h	Number of dwellings to be allocated (f + g) (requirement)	3,481
i	Requirement per annum (17 years remaining)	205

- 4.2.8 To enable delivery of the Council’s housing need for the period 2020 to 2041, Table 1 has been based upon the following methodology:

a = 240 annual need x 21 year Plan period
b = Completions to date since 1st April 2020

- c** = Remaining Housing Need (total need minus completions to date)
- d** = All known development with planning permission
- e** = 10% Lapse Rate (recognising that not all commitments will come forward. Current highest Lapse Rate over last three monitoring years was 2% in any year)
- f** = Remaining need to be allocated 2024 - 2041 (17 years)
- g** = 15% Buffer (positive planning, recognising there could be a lag in build out rates on allocated sites)
- h** = Number of dwellings to be allocated in Local Plan (the requirement)
- i** = Average number of dwellings required per annum to meet this need up to 2041.

- 4.2.9 The Council will apply the Plan, Monitor, Manage approach to deliver this Plan's spatial strategy.
- 4.2.10 As set out above and throughout this Plan, the Borough Council recognises the importance of taking a pragmatic approach to meeting its housing need over the Plan-period. The total number of new homes that will be developed as part of the new Site Allocations is greater than the Borough's level of need. This is to allow for some flexibility in delivery of new homes on each of the sites and in recognition that there could be unforeseen delays or obstacles that slow progress down. The inclusion of a healthy 'buffer' allows for flexibility over the full duration of the Plan-period. The Council is also allocating a range of size of housing sites, ensuring that the development comes forward by various developers and different times, meaning that the Council is not 'putting all its eggs in one basket'.
- 4.2.11 The number of new additional homes allocated within this Plan, as set out in Table 1, does not include known Strategic Housing and Economic Land Availability Assessment (SHELAA) or other small sites in the Borough; the undeveloped previous allocation sites in Wigston town and Oadby district centres; or, allow for a windfall allowance. The Council has taken the decision to exclude these elements from its housing delivery strategy, however it should be noted that this does not preclude development of such in the Borough and this Plan will enable and encourage delivery of high-quality new developments that accord with all relevant Policies and guidance set out in this Plan. Further, for the avoidance of doubt, the Council has historically seen a consistent supply of windfall sites.

Figure 1: Local Plan Housing Trajectory (2020-2041)

Year	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	Totals
New additional housing completions between 01/04/2020 and 31/03/2024	215	153	335	287																		990
New additional housing commitments as of 01/04/2024					183	274	217	172	119	112	60											1137
New additional homes on Site Allocations									22	22	242	416	263	350	350	350	350	350	350	288	171	3524
Annual dwelling total	215	153	335	287	183	274	217	172	141	134	302	416	263	350	350	350	350	350	350	288	171	5651
Cumulative dwelling total since 2020	215	368	703	990	1173	1447	1664	1836	1977	2111	2413	2829	3092	3442	3792	4142	4492	4842	5192	5480	5651	
Local Plan target (5040) (240 per annum)	240	480	720	960	1200	1440	1680	1920	2160	2400	2640	2880	3120	3360	3600	3840	4080	4320	4560	4800	5040	

New Jobs

- 4.2.12 The Leicester and Leicestershire Authorities - Statement of Common Ground relating to Housing and Employment Land Needs (June 2022) sets out that the Leicester and Leicestershire housing market area authorities agree the appropriate way to calculate employment need is using the jointly prepared Housing and Economic Needs Assessment 2022 (HENA) unless an up-to-date local assessment has been undertaken. Based on the HENA and local assessments of employment land need, the Borough of Oadby and Wigston has a total employment need of 4.1 hectares, this is split into 1 hectare E(g) (employment) use and 3.1 hectares B2/B8 (small) use. There is no larger scale B8 need within the Borough area.
- 4.2.13 The HENA also identifies an unmet employment land need arising from Leicester of 23 hectares, however the HENA Distribution Paper (2022) concludes that Charnwood Borough Council is best able to suitably meet this unmet need in full. This reflects the existing over-supply of employment land compared to Charnwood Borough's own needs; combined with the availability of employment sites and land which is close to the City and can contribute to delivering employment land which can service the needs of Leicester-based companies.
- 4.2.14 The Council currently has 5 hectares of land designated for employment use within the Borough, with extant outline planning permission, however yet to be built out. This land is located to the south of the Wigston Direction for Growth area. In addition, the Council has previous employment allocations which although aren't allocated in this Plan could be appropriate areas for additional employment growth. These areas are land at Oadby Sewage Works in Oadby (2.67 hectares) and Magna Road in South Wigston (0.55 hectares). As the Council's identified employment need for the Plan period is being met (exceeded) in full this Plan will not allocate any further land.
- 4.2.15 The Council will continually seek opportunities to achieve the regeneration of the Identified Employment Areas in the Borough. The main focus will be on ensuring land and opportunities are available for the full range of employment needs, from smaller employment uses and those looking to expand, to larger more national businesses that are settled but want to evolve. The Identified Employment Areas within the Borough will, in the main, be safeguarded for employment uses, however the Council is fully aware that market needs and wants fluctuate regularly, therefore some flexibility will be afforded to these identified areas. The Council does not want these areas to stagnate, they need to grow and evolve with the ever-changing markets and consumer demands.

Town, District and Local Centre Growth

- 4.2.16 To ensure that the development approach within the Borough's town, district or local centres is flexible, this Plan contains a suite of policies that will enable and encourage growth within these key locations throughout the Borough. The Borough Council will encourage the reuse of previously developed land. Mixed use redevelopment proposals within the town centre of Wigston and the district centres of Oadby and South Wigston will also be encouraged.
- 4.2.17 The Main Town Centre Uses Study (Nexus, 2024) suggests that although there is scope for additional convenience and comparison floorspace up to 2041 in the Borough area, no land allocations are required in the Borough's main town, district and local centres over the Plan period to meet that surplus. Should out of centre convenience or comparison proposals be proposed, the Council must take account

of the ‘town centre first’ policy objectives, but also, weight up the risk-benefits associated with serving identified retail needs.

Growth in the urban area of the Borough, outside of the town, district and local centres

- 4.2.18 Housing development proposed within the urban area of the Borough will be supported in principle as it will be located within a sustainable location that has easy access to public transport and is within easy reach of the Borough’s main centres as well as employment opportunities.
- 4.2.19 As well as housing, the urban area of the Borough plays an important role in supporting a wide range of other uses, including local shops, parks and recreation grounds, public houses, doctor’s surgeries and dental practices. It is important that such facilities are widespread and are available locally to the majority of the Borough’s residents. It is vital that a mix of uses is provided that contributes towards the delivery of sustainable development.

Housing Site Allocations

- 4.2.20 Due to the housing growth required in the Borough, compliance with the NPPF, and the Council’s promotion of positive planning, this Plan (at Chapter 12) has identified eight site allocations in the Borough and these are summarised below in Table 2.

Table 2: Site allocations to meet the Borough’s housing need up to 2041

Site Allocation Reference	Number of dwellings to be allocated (at least)	Site Name
AP1	1,150	Land North of Newton Lane, Wigston
AP2	500	Wigston Meadows Phase 3, Wigston
AP3	100	Land North of Glen Gorse Golf Course, Wigston
AP4	84	Land West of Welford Road, Wigston
AP5	850 (as part of cross-boundary site for 4,000 homes in total)	Land South of Gartree Road Strategic Development Area
AP6	600	Land South of Gartree Road and East of Stoughton Road, Oadby
AP7	120	Land at Oadby Grange, Oadby
AP8	120	Land South of Sutton Close, Oadby
	3,524	

- 4.2.22 All eight of the Site Allocations set out in Table 2 (once built out) will form a part of the urban area of the Borough. In preparing this Plan, a number of different site options were identified as possible locations for site allocations. The refinement of these options into the Spatial Strategy has been influenced by public consultation and preparation and analysis of a wide-ranging evidence base.
- 4.2.23 The South Leicestershire Transport Study and wider Leicester and Leicestershire Strategic Transport Study recognise that although there will be increased traffic levels on the surrounding roads and junctions of each allocated growth area, the impact on the highway network will not be significant. However, certain levels of mitigation will be needed.
- 4.2.24 In total, the eight Site Allocations have capacity to accommodate roughly 3,500 new additional homes in the Borough. This will be achieved with approximately 1,800 new homes on four new sites in Wigston and roughly 1,700 new homes on four new sites in Oadby.
- 4.2.25 Site allocation AP5 - Land South of Gartree Road Strategic Development Area represents a strategic site allocation that will be delivered in collaboration with the District of Harborough. Phased delivery of the site will see the development of Land South of Gartree Road Strategic Development Area as a new mixed-use neighbourhood that once fully built-out, will deliver a total of 4,000 new homes. By 2041, it is anticipated that the development will contribute 1,200 new homes and 5 hectares of employment land within the District of Harborough and at least 850 new homes in the Borough of Oadby and Wigston
- 4.2.26 A site allocation of this scale will enable the two partner Local Authorities secure much needed on-site infrastructure, such as schools, community facilities and transport improvements, critical to sustaining vibrant communities and enhancing quality of life for future residents and existing ones.
- 4.2.27 The eight Site Allocations in the Borough will directly support the Borough's town, district and local centres, in particular, the town centre of Wigston and the district centre of Oadby. The growth areas will also contribute significantly towards the provision of vital facilities and services, including education provision, affordable homes provision, improved bus services, improved cycle ways and footpaths, community facility building provision, improved local shopping and leisure facilities, and provision of outdoor sport and open space. The growth areas will also contribute towards improvements to the local highway network.

Design Code

- 4.2.28 Given the importance of these sites for delivering our overall spatial strategy, we need to ensure that design and development of Site Allocations optimise the use of the full sites, irrespective of land ownerships. The Council is also producing a Design Code that will guide all new developments coming forward and establish clear guidance on what the expectations is for the delivery of high-quality place making.
- 4.2.29 The Design Code, together with all of the other relevant Policies and relevant guidance, will ensure a coordinated and comprehensive approach to site development, including where land is in multiple ownership. To be effective, site allocations will be required to demonstrate via masterplans how they will achieve the design objectives of the Code and must involve key stakeholders, including the

community. We also expect these to be guided by design principles as per the National Design Guide, which will lead to well-designed buildings and high-quality public realm.

- 4.2.30 Due to their scale, each of the site allocations will be required to produce a masterplan and ensure that they show that they have complied with, or preferably exceeded, the requirements of the Council's Design Code.

Phasing of Development throughout the Plan period

- 4.2.31 The spatial strategy for housing growth allows sufficient flexibility to ensure that this Plan aligns with national policy and guidance and ensures choice and competition within the Borough.
- 4.2.32 As the housing delivery trajectory illustrates, the provision of new additional homes throughout the Plan period is neither smooth nor consistent, particularly during the early years of the Plan period, accounting for lead-in times for allocated sites to obtain full planning permission and to get the initial groundworks and infrastructure in place. The further the trajectory looks into the future, the more difficult it becomes to forecast provision rates, therefore towards the back end of the Plan period there is a smoothing of the trajectory, to take account of this.
- 4.2.33 It must be noted that, it is not possible to identify and forecast all new additional homes that will come forward within this Plan period. It is recognised that other development will come forward on non-allocated wind-fall sites, yet these will be in addition to the housing trajectory illustrated in this Plan.
- 4.2.34 The Council will enable and encourage high-quality windfall sites to be delivered, provided they show that they have complied with, or preferably exceeded, the requirements of the Council's Design Code, as well as all other relevant Policies and guidance.

Policy Text

Policy 1: Spatial Strategy for Development within the Borough (Strategic)

1. Throughout the Plan period, 2020 to 2041, the Council will seek the reuse of previously developed land and will encourage development within the Borough's key centres and urban areas in the first instance. In addition, the Council has allocated land outside of these areas to ensure that the housing development needs of the Borough are met in full.
2. The required level of housing growth over the Plan period (2020 to 2041) is 5,040 new homes. Taking account of completions, committed development, lapse rates and supply buffers, this Plan allocates just over 3,500 new homes to fulfil the residual need. Chapter 12 of this Plan sets out the specific allocations and their associated policies. The site allocations are also identified below and illustrated on the Council's Local Plan Adopted Policies Map.

New site allocations

3. The new site allocation areas situated on the periphery of the urban area of the Borough will contribute new homes within the following locations of the Borough:

- a) At least 1,150 new additional homes at Land North of Newton Lane, Wigston (AP1)
 - b) At least 500 new additional homes at Wigston Meadows Phase 3, Wigston (AP2)
 - c) At least 100 new additional homes at Land North of Glen Gorse Golf Course, Wigston (AP3)
 - d) At least 84 new additional homes at Land West of Welford Road, Wigston (AP4)
 - e) At least 850 new additional homes (as part of cross-boundary site with the District of Harborough for 4,000 homes in total) at Land South of Gartree Road Strategic Development Area (AP5)
 - f) At least 600 new additional homes at Land South of Gartree Road and East of Stoughton Road, Oadby (AP6)
 - g) At least 120 new additional homes at Land at Oadby Grange, Oadby (AP7)
 - h) At least 120 new additional homes at Land South of Sutton Close, Oadby (AP8)
4. Although no additional retail and / or employment allocations are required over the Plan period, the Council will seek to appropriately manage existing retail and employment areas across the Borough area, to ensure that provision remains suitable. Such will be managed through specific policies in this Plan.

Sustainable development

5. Recognising that the delivery of sustainable development is the golden thread running through this entire Local Plan, this spatial strategy will ensure that development and growth within the Borough takes account of key aspects such as climate change, health and wellbeing, green wedges, ecology and biodiversity, regeneration, and, high-quality design within every decision.
6. The Council will work in partnership with local authorities, agencies and organisations to identify and coordinate the provision and funding of on-site and / or off-site infrastructure and facilities (including green and blue infrastructure) required to meet the needs of planned development and to conserve and enhance existing key biodiversity, environmental, social, cultural, historic and economic assets in the Borough.

Policy 2: Regeneration Schemes and Large Scale Change (Strategic)

What this Policy will do

- 4.3.1 The purpose of the planning system is to contribute to sustainable development. Larger scale development brings with it the opportunity to enhance not only the development site itself but the wider context that the development sits in. To ensure the opportunity for sustainable development is maximised the Council will require a masterplan (or equivalent) to be produced so the Council can be satisfied that all relevant aspects of sustainable development are addressed by the development.
- 4.3.2 The Council will also require applicants to show how they have complied with, or preferably exceeded, the requirements of the Council's Design Code.

Relevant Spatial Objectives

- Spatial Objective 1: Regeneration of town and district centres
- Spatial Objective 2: Wigston town centre
- Spatial Objective 3: Oadby town centre
- Spatial Objective 4: South Wigston centre

Supporting Text

- 4.4.1 The Council will always seek to ensure that each and every development occurring within the Borough area contributes towards the delivery of sustainable development and place making. Creating a sense of place is vital in ensuring that development fits well within the landscape that it is proposed but is also vital to local communities and the way they carry out their everyday way of life.
- 4.4.2 Place making means creating real 'places' and focuses on transforming public spaces and environments to strengthen the connections between people and places. Place making is very much a process centred on people and their needs, wants, aspirations, desires, and visions. It is about creating environments in which communities want to live, work and explore.
- 4.4.3 To ensure that larger scale development proposals are transparent and contribute towards the delivery of sustainable development and create a real sense of 'place', the Council will require the production of masterplans, development briefs or other appropriate strategies, that set out how the proposal seeks to deliver the three overarching NPPF objectives, as well as how the proposal intends to create real and unique 'places' and not just generic new developments.
- 4.4.4 The Council will work with its partners, including (but not limited to), local universities, colleges, schools and academies and Leicestershire County Council, to encourage the use of local workforce in large scale change and larger scale development proposals.
- 4.4.5 Proposals for new regeneration schemes and initiatives that lead to large scale change will be consulted upon in accordance with the Council's Statement of Community Involvement and the requirements set out in the appropriate Town and Country Planning Regulations. The Council will seek to consult with key stakeholders

and ensure that representatives of the wider local community are involved throughout any planning and implementation process, relating to large scale change.

- 4.4.6 The Council's requirements for supporting design information will vary depending on the size and complexity of the proposal.

Policy Text

Policy 2: Regeneration and Large-Scale Change (Strategic)

1. When large scale change of either 100 homes or more, 1,500 squares metres of floorspace or more, or of 5 hectares or more is proposed, the Council will require applicants to show how they have complied with, or preferably exceeded, the requirements of the Council's Design Code. The level of detail required will vary with the size and complexity of their proposals and could include the requirement of the production of a masterplan, development brief, a design code and a phasing plan. In conjunction with Leicestershire County Council Highways Department, the applicant will also be required to produce an appropriate transport assessment.
2. Submitted documentation must:
 - a) Identify the land area of the new development or redevelopment and set out the uses proposed, and how they interact with one another;
 - b) Illustrate how the proposal is helping to combat climate change, through adaptation, renewable energy production and mitigation;
 - c) Be shaped by active design and travel, as well as sustainable transport modes, achieving healthy communities;
 - d) Prioritise street based growth of existing adjacent places rather than 'tagged' on separate development areas;
 - e) Include on-site measures for the integration of biodiversity net gain (BNG) requirements within development, demonstrating how BNG measures will contribute towards objectives within Local Nature Recovery Strategies;
 - f) Conserve and enhance heritage assets and their settings;
 - g) Consider cumulative, cross-boundary, and / or strategic impacts of proposed growth;
 - h) Conserve and enhance Green Infrastructure assets and Local Green Spaces;
 - i) Establish a spatial and sustainable pattern of growth;
 - j) Identify constraints to development and illustrate how these will be overcome;
 - k) Identify impacts on infrastructure and illustrate how these will be overcome;
 - l) Identify all sensitive features and measures for protection;
 - m) Illustrate all relevant access, transport and potential traffic issues, as well as mitigation measures;

- n) Take account of local landscape and / or townscape character in the design of the scheme;
 - o) Establish a phased approach to delivery so that the necessary infrastructure needed to ensure the site can be developed sustainably can be brought forward at the appropriate time;
 - p) Take into account all other relevant policies within this Local Plan.
3. Where large scale change is proposed, the earliest liaison between the applicant, the Borough Council and Leicestershire County Council Highways Department and Education Department (and Leicester City Council where relevant) is strongly encouraged.

Creating a Skilled Workforce

4. Larger scale development proposals that relate directly to the development of or use of local skills, and training opportunities, particularly for young people and residents who are unemployed, will be supported by the Council.

Policy 3: Infrastructure and Developer Contributions (Strategic)

What this Policy will do

- 4.5.1 The Policy seeks to ensure that specific planning issues arising from a development scheme that cannot be mitigated through planning conditions are addressed through developer contributions.

Relevant Spatial Objectives

- Spatial Objective 1: Regeneration of town and district centres
- Spatial Objective 2: Wigston town centre
- Spatial Objective 3: Oadby district centre
- Spatial Objective 4: South Wigston centre
- Spatial Objective 5: Improved employment opportunities
- Spatial Objective 6: Accessible transport links
- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 8: A balanced housing market
- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 10: Climate Change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 13: Enhancing local heritage
- Spatial Objective 14: Green Wedges and the Countryside
- Spatial Objective 15: Kilby Bridge regeneration

Supporting Text

- 4.6.1 Developer contributions (sometimes also referred to as planning obligations) are used to address specific planning issues arising from a development scheme that cannot be mitigated through planning conditions. Developer contributions are set out in legal agreements under the provisions of Section 106 of the Town and Country Planning Act 1990 (as amended). They may be agreed between the Council, the County Council, landowners and developers, or, they may also be unilaterally proposed by a landowner and agreed by the Council.
- 4.6.2 Depending upon the size, type and density of new development, very often, it can put pressure on existing local infrastructure because of the inevitable change that can occur, for example population increase, which in turn creates additional demand on services and facilities. Therefore, development proposals will need to identify what impact they will have upon the surrounding area and where necessary, the funding towards or provision of the necessary infrastructure to mitigate that impact. This will need to be agreed to ensure the delivery of sustainable growth now and in the future.
- 4.6.3 In addition to affordable housing and transport infrastructure, there will be substantial requirements for other forms of infrastructure such as new schools, health facilities, open space and community buildings, as well as other types of infrastructure associated with ‘utilities’ such as power, water and telecommunications. Some schools and health facilities in the Borough are operating close to, or above, their optimum capacity. Further growth in areas with

capacity constraints has the potential for adverse impacts on new and existing communities and therefore the impact of new growth must be mitigated accordingly.

4.6.4 Examples of infrastructure items, services or facilities that may be delivered to mitigate the impact of new development could include, but is not limited to, the following:

- affordable or specialist housing needs;
- open space and play facilities;
- sporting, recreation and leisure facilities;
- local education provision;
- allotment provision;
- highways and public transport improvements / provision, including cycling, walking and wheeling;
- healthcare provision and social services;
- utility services;
- telecommunications, particularly superfast broadband;
- local waste management and recycling;
- environmental works, including protection and enhancement of local biodiversity, the cultural and historic environment and other local green spaces, tree planting and green infrastructure enhancement projects;
- new provision of and/or improvements to community buildings;
- public art or public realm (including street lighting) enhancements in key locations;
- cemetery provision;
- crime prevention and community safety initiatives;
- water and drainage facilities; and,
- flood protection schemes.

4.6.5 The Council's Infrastructure Delivery Plan (IDP) contains a 'live' infrastructure project list. The document identifies all local and strategic infrastructure deemed necessary to support sustainable delivery of growth in and adjacent to the Borough over the Plan period to 2041. Ongoing joint working with neighbouring local authorities and other key agencies such as utility companies or service delivery partners will continue to be a key element to identify and to successfully deliver necessary infrastructure over the Plan-period.

4.6.6 All developer contributions to be sought by the Council will be carefully assessed and monitored to ensure that they meet the statutory Community Infrastructure Levy Regulation tests included within the National Planning Policy Framework, as well as guidance set out in the National Planning Practice Guidance. Any contributions sought by the Council will also be aligned with guidance set out in the Council's Developer Contributions Supplementary Planning Document (latest edition).

Viability

4.6.7 National guidance is clear that the viability considerations of the policy requirements for all contributions, including affordable housing, open space, sport and recreational facilities, should be considered as a whole with other policy requirements, such as all infrastructure contributions.

4.6.8 This means that it is important to get the right balance between meeting infrastructure needs whilst ensuring that the Borough continues to be an attractive

and viable place to build and invest.

- 4.6.9 To help inform this balance, an assessment of the Whole Plan Viability has been undertaken alongside this Local Plan which took into account all relevant costs and values in the Borough.
- 4.6.10 The Whole Plan Viability Assessment has enabled the Council to determine what levels of key infrastructure can be sought across the Borough, whilst ensuring that the new developments coming forward will remain viable. This evidence has also been aligned to key emerging evidence and guidance, including, the Council's Developer Contributions Supplementary Planning Document (latest edition) and the Infrastructure Delivery Plan (latest edition).

Exceptional Circumstances

- 4.6.11 The Council recognises that in some exceptionally specific cases, delivery of Policy requirements as set out in this Plan could have implications, for development feasibility and viability.
- 4.6.12 Therefore, whilst it is important to manage and steer the infrastructure delivery, design requirements and any other policy variations that influence the overall viability of a scheme, this should not solely be a formulaic exercise.
- 4.6.13 Through an open dialogue with applicants, as part of the planning process, the Council will work collaboratively with the development industry throughout the course of this Plan-period.
- 4.6.14 The only exception to a Policy requirement will be where it can be robustly demonstrated by the applicant to the Council that meeting the Policy required standards would lead to significant viability and / or feasibility issues, and that the Council must be satisfied that the alternative proposal will still achieve a satisfactory outcome for all.
- 4.6.15 Should an applicant consider that the level of contributions and / or Policy requirements would render their proposed scheme financially unviable, sufficient information must be provided based on a PPG-compliant developer funded viability assessment agreed with the Council (through an open book approach) to enable the viability of the scheme to be comprehensively assessed. The assessment must be provided to the Council with the submission of the relevant planning application. If material changes to the scheme are made after the submission of the viability appraisal, a revised developer-funded version of the appraisal should be submitted, together with an explanation of the changes to the proposal.
- 4.6.16 If the Council requires the procurement of an independent review by a viability expert to scrutinise any submitted viability evidence, the applicant will be required to pay for this assessment and for any other associated costs that arise.

Community Infrastructure Levy

- 4.6.17 The Council has assessed the option of developing a Community Infrastructure Levy charging schedule. The assessment deemed that negotiating planning obligations through the Section 106 process remains the most appropriate and viable method for the Council. 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 accordingly, should circumstances change.

Cross Boundary Contributions

- 4.6.18 Due to the location of the Borough, directly adjacent to the local authority areas of Leicester City, Harborough District and Blaby District, development that occurs within the Borough could have strategic impacts on the infrastructure in these other local authority areas. The same can be said for development that occurs within any of those aforementioned local authorities which could also have an impact on infrastructure within the Borough of Oadby and Wigston.
- 4.6.19 As an example, the two main arterial highway routes (the A6 and A5199) that link Harborough District to Leicester City from the south, run continuously through the Borough, therefore any development that increases traffic volumes on these two routes could have a detrimental impact upon the capacity of the road infrastructure within the Borough.
- 4.6.20 Through collaborative working, including liaison with Leicestershire County Council, any developments occurring within the Borough (or within neighbouring local authorities) which have cross-boundary impacts will be required to contribute towards the provision of and / or make financial contributions towards necessary mitigation measures to accommodate that additional demand.

Policy Text

Policy 3: Infrastructure and Developer Contributions (Strategic)

1. Developer contributions secured from new development will be used by the Council to deliver the infrastructure required to facilitate sustainable growth. This will include measures to mitigate the impacts of development and to meet the costs of providing required on and off-site infrastructure, as identified in the Council's Infrastructure Delivery Plan, and other measures to make new growth acceptable in planning terms.
2. All infrastructure delivered will be to meet a demonstrated shortfall in capacity to mitigate the impact of new developments.
3. All secured developer contributions will deliver new and / or improved facilities that will relate well to public transport services, walking and cycling (including wheeling) routes, and, should be easily accessible to all sectors of the community through improved connectivity to promote health improvements and to help tackle climate change.
4. When appropriate, proposals which utilise opportunities for the multi-use and co-location of infrastructure facilities with other services and facilities, and thus provide convenient and co-ordinated infrastructure hubs for the community, will be particularly supported.
5. All contributions sought through Section 106 agreements will be in accordance with the Community Infrastructure Levy Regulations and will therefore be:
 - a) necessary to make the development acceptable in planning terms;
 - b) directly related to the development; and
 - c) fairly and reasonably related in scale and kind to the development.

6. For all new development proposals, it will be necessary to establish both the individual and cumulative impact that they may have upon the surrounding infrastructure network within the Borough and within the local authority areas adjoining the Borough. The Council will give consideration to the cumulative impact of a proposal, particularly if a proposed new development is likely to come forward in staged phases or if it is within the site boundary or immediately adjacent to another new or recent development proposal.
7. Developments occurring within the Borough (or within neighbouring local authorities) which have cross boundary impacts will be taken into account when developer contributions are being negotiated and agreed.
8. Consideration must be given to the likely timing of infrastructure provision. As such, development may need to be phased. Conditions or a planning obligation may be used to secure this phasing arrangement.
9. Proportionate monitoring fees will be required from the applicant to cover all costs incurred by the Council over the lifetime of all relevant obligations, for example, for the monitoring of Biodiversity Net Gain on-site or off-site over the 30-year lifetime of those obligations.

Exceptional Circumstances

10. The Council's requirements for supporting information will vary depending on the size and complexity of the proposal, However, the Council will only consider any variation to the requirements set out in this or any other Policy in this Plan in exceptional circumstances, and in such cases, it must be robustly demonstrated to the Council by the applicant that this would be unviable based on a PPG-compliant developer funded viability assessment agreed with the Council (through an open book approach).
11. If a variation to any Policy requirement is to be agreed, the Council must be satisfied that the alternative proposal will still achieve a satisfactory outcome for all.
12. If the Council requires the procurement of an independent review by a viability expert to scrutinise any submitted viability evidence, the applicant will be required to pay for this assessment and for any other associated costs that arise.

5. Combating Climate Change

Policy 4: Sustainable Development (Strategic)

What this Policy will do

- 5.1.1 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Relevant Spatial Objectives

- Spatial Objective 1: Regeneration of town and district centres
- Spatial Objective 2: Wigston town centre
- Spatial Objective 3: Oadby district centre
- Spatial Objective 4: South Wigston centre
- Spatial Objective 5: Improved employment opportunities
- Spatial Objective 6: Accessible transport links
- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 8: A balanced housing market
- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 10: Climate Change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 13: Enhancing local heritage
- Spatial Objective 14: Green Wedges and the Countryside
- Spatial Objective 15: Kilby Bridge regeneration

Supporting Text

- 5.2.1 Within the NPPF, the Government has clearly stated that the presumption in favour of sustainable development is the golden thread running through the planning system, both when plan making and decision taking. The Government also states that the planning system should be genuinely plan-led and should empower local people to shape their surroundings.

- 5.2.2 Pursuing sustainable development in the Borough involves seeking positive improvement in the quality of the built, natural, and historic environment, as well as in people's quality of life, including (but not limited to):

- creating sustainable communities;
- addressing climate change;
- creating healthy, safe, and cohesive communities and reducing inequalities;
- prioritising active travel and effective public transport;
- making it easier for jobs to be created in the Borough's main centres;
- meeting the Borough's identified development need;
- widening the choice of high-quality homes;
- replacing poor design with high quality design;
- improving the conditions in which people live, work and travel;
- improving access to leisure opportunities;

- Protecting and enhancing green infrastructure, biodiversity and geodiversity, particularly protected habitats and species and providing a biodiversity net gain; and,
- safeguarding minerals and reusing waste.

5.2.3 In order for the Government to realise its net zero targets, carbon emissions must be minimised. In order to do this, each local community needs to help and play its part.

5.2.4 The Local Plan has a critical part to play in helping the Government to meet its targets in lowering greenhouse gas emissions and in providing sustainable development at a local level. Therefore, the Council has ensured that one of the golden threads running through the entire Local Plan is to achieve sustainable development and combat climate change.

Policy Text

Policy 4: Sustainable Development (Strategic)

1. All development proposals in the Borough must contribute to the achievement of sustainable development including mitigating and adapting to climate change.
2. The Council will be positive when determining development proposals that reflect the presumption in favour of sustainable development contained in the National Planning Policy Framework and the policies set out in this Plan. The Council will ensure that development proposals improve the social, economic, and environmental conditions in the Borough; meeting the challenges of climate change and protecting and enhancing the Borough's ecosystems.
3. For development to be deemed 'sustainable' within the context of this Plan, it must contribute towards delivering the Spatial Strategy, the Council's Vision, and Objectives, and must be in conformity with the local planning policies contained within this Plan. Development that conflicts with policies of the Plan will be refused unless material considerations indicate otherwise.
4. Should there ever be a time when the Plan is deemed absent, silent or out of date, the Council will not look upon development proposals positively, where the proposal is deemed unsustainable, and / or the adverse impacts associated with the proposal significantly and demonstrably outweigh the benefits, when assessed against the policies set out within the National Planning Policy Framework, when taken as a whole.

Policy 5: Climate Change (Strategic)

What this Policy will do

- 5.3.1 Provide an overarching approach for the Council to ensure that the impacts of climate change are fully considered at an early stage of any planning proposal to ensure that development and associated infrastructure is future proofed and resilient in contributing towards slowing negative climate change.

Relevant Spatial Objectives

- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 10: Climate Change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure

Supporting Text

- 5.4.1 Climate change is one of the most important and defining issues of our time. Global temperatures are warming as a result of continually increasing greenhouse gas emissions, largely compounded by exponential economic and population growth across the globe. There is mounting evidence demonstrating its seriousness and its potential impacts upon all aspects of life at a global, national and local level. Unless greenhouse gas emissions are vastly reduced, temperatures will continue to rise globally.
- 5.4.2 The impacts of climate change on the built and natural environment have been increasing in frequency and intensity year on year. Globally, nationally and locally, we have seen higher temperatures especially during the summer months, increased rainfall and flooding during the winter months, and an increase in extreme and unpredictable weather events driven mainly by increases in mean temperature rises across the globe.
- 5.4.3 Some people and places will be more exposed than others to the direct impacts of climate change. Within these places, some people may be more vulnerable to the impacts as a result of their socio-economic status. This inequality is referred to as 'climate justice'. To help address this, the Local Plan will ensure that diversity and equality is at the heart of planning for climate change and that climate change adaptation and mitigation policies do not disadvantage different sectors of the local community.

International / National Response

- 5.4.4 Climate change can be a natural process where temperature, rainfall, wind and other elements vary over decades or more. In millions of years, our world has been warmer and colder than it is now. But today we are experiencing unprecedented rapid warming from human activities, primarily due to burning fossil fuels that generate greenhouse gas emissions. A reduction in greenhouse gases will be achieved through a range of measures classed as either 'adaptation' or 'mitigation'.
- 5.4.5 'Adaptation' is when adjustments are made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

- 5.4.6 'Mitigation' is an action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions. As well as taking actions to reduce emissions, it will also be important to maximise natural processes that can take carbon out of the atmosphere and lock it into features such as peat bogs and trees, known as 'carbon sequestration'.
- 5.4.7 On a national level, the UK has committed to becoming net carbon zero by 2050. The NPPF makes it clear that mitigating and adapting to climate change, including moving to a low carbon economy is a core planning environmental objective. This commitment builds on from the Government's Transport Decarbonisation Plan (2021) that sets out their commitment and the actions needed to decarbonise the entire transport system in the UK.

Response at the Local Level

- 5.4.8 Leicestershire County Council's Net Zero Strategy and Action Plan (2023-2027) sets out the net zero 'roadmap' to inform the future development of coordinated climate action by all residents, businesses, public authorities and other stakeholders across Leicestershire. The Net Zero Strategy sets out the approach to delivering the council's ambitions to work with others to achieve net zero carbon emissions in Leicestershire by 2045 or before.
- 5.4.9 The Borough Council's Climate Change Strategy (2024) establishes the Council's commitment to playing its part in tackling climate change. Key areas for climate change action that the Council is committed to include:
- Buildings and energy – support energy efficiency; low carbon heat and renewable energy production; and help create a climate resilient built environment;
 - Transport – encourage and support sustainable transport options, including delivery of more EV Charging Points and infrastructure to support their increased availability for all;
 - Resources and Waste – support action to move towards a more circular economy by using our resources better, recycling, reusing and reducing waste;
 - Local Economy – working with businesses and partners to collectively reduce environmental impact;
 - Communities – facilitate residents and communities to take local action to tackle climate change; and,
 - Nature and Land Use – help protect and enhance natural landscapes and wildlife to support biodiversity, carbon storage and climate resilience.

Role of the Local Plan

- 5.4.10 The planning system is one of many tools that can be used to help minimise vulnerability to all sectors of the community and provide resilience to the impacts of climate change.
- 5.4.11 The way in which new and existing developments in the Borough are shaped can make a significant contribution to adapting and mitigating the impacts of climate change through carbon reduction ('decarbonisation') and sustainable design & construction.

- 5.4.12 Green infrastructure, including trees, woodland and hedgerows will have a major role to play in this, helping to mitigate the impacts of high temperatures, reduce flood risk, and maintain / restore biodiversity.
- 5.4.13 This is a Strategic Policy providing an overarching approach for the Borough Council to ensure that the impacts of climate change are fully considered at an early stage of any planning proposal to ensure that development and associated infrastructure is future proofed and resilient.

Policy Text

Policy 5: Climate Change (Strategic)

1. A comprehensive and integrated approach to addressing climate change, in accordance with the most up to date Building Regulations and / or the Future Homes Standard (including any transitional arrangements), will be taken by the Council, consisting of the following elements:

Carbon Reduction

- a) Development proposals are expected to reduce the amount of energy used in construction and operation of buildings and improve energy efficiency, including retrofitting existing properties, to contribute towards Local and Nationally set targets of achieving net carbon zero by 2045 and 2050 respectively.
- b) The Council will support and promote the creation of low carbon heating / cooling networks and the delivery of renewable energy schemes.
- c) Development must prioritise active travel such as walking, wheeling, cycling and public transport to reduce reliance on the private car and facilitate car free lifestyles.
- d) Development must follow the waste hierarchy to prevent, minimise, reuse, and recycle waste during the construction phase and to encourage greater levels of recovery and recycling over the lifetime of the development.
- e) Development must seek to create buildings and land that produce sustainable energy and allow for the integration of modern methods of powering vehicles.

Maximising carbon sequestration

- f) Development must incorporate green infrastructure such as street trees and other vegetation into the public realm to; support rainwater management through sustainable drainage systems; reduce exposure to air pollution; moderate surface and air temperature; and increase biodiversity.
- g) Development must achieve a positive contribution to the habitat network through habitat protection, creation and enhancement.

Climate Change Adaptation and Mitigation

- h) Development must maintain (or increase where necessary) the current level of tree canopy cover across the Borough and seek opportunities to increase appropriate species of woodland cover.

- i) Development must be designed to adapt to and mitigate the impacts of climate change and reduce vulnerability, particularly in terms of overheating, flood risk and water supply.
 - j) Development must ensure that buildings and infrastructure are designed to adapt to a changing climate, making efficient use of water, reducing impacts from natural hazards like flooding and heatwaves, while mitigating against and avoiding contributing to the urban heat island effect. This should include maximising opportunities for both natural heating and ventilation.
 - k) Development must seek to provide adaptation and mitigation measures which improve the resilience of communities, reduce inequality and bring a range of social benefits.
 - l) Development must not compromise land that is required to deliver towards a nature recovery network.
2. This Policy should be read and applied in conjunction with other relevant policies set out within this Plan.

Policy 6: Flood Risk and Sustainable Water Management (Strategic)

What this Policy will do

- 5.5.1 Development should be directed towards the areas of lowest flood risk first. Where this is not possible, within the site the most vulnerable development should be located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location. All sources of flood risk should be considered.

Relevant Spatial Objectives

- Spatial Objective 8: A balanced housing market
- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 10: Climate Change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure

Supporting Text

- 5.6.1 Flooding occurs from a range of sources and as a result of climate change flood events are likely to become more frequent and more severe impacting local communities and the environment. It is therefore important that development is safe and resilient and does not increase flooding elsewhere. Development can present opportunities to reduce flood risk through natural flood management techniques and the use of Sustainable Drainage Systems (SuDS) which also have the potential to provide a range of multifunctional benefits.
- 5.6.2 In line with national planning policy, development should be directed towards the areas of lowest flood risk first. Where this is not possible, within the site the most vulnerable development should be located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location. All sources of flood risk should be considered.
- 5.6.3 The exception test may have to be applied in relation to development proposals. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in national planning guidance.
- 5.6.4 The proactive management of flood risk is one of the most important ways of managing the potential impacts of climate change that would have an effect of the Borough's water environment. Examples of these likely recurring events may include:
- Increased flood risk due to wetter winters and more frequent destructive storms;
 - Strain on water availability due to drier, longer summers; and
 - Expectation that rainstorms will be heavier and more prolonged. Where heavy rain cannot be absorbed fast enough by land this leads to localised flooding and potential flash floods.
- 5.6.5 The Council commissioned Jeremy Benn Associates Limited to prepare its Level 1 and Level 2 Strategic Flood Risk Assessment (2024) and these were prepared in

liaison with statutory consultees including the Environment Agency and Lead Local Flood Authority, as well as in accordance with the requirements of the relevant National Policy and Guidance.

- 5.6.6 The aim of the Strategic Flood Risk Assessment is to provide sufficient information for the application of the Sequential Test and to identify whether application of the Exception Test is likely to be necessary. The Strategic Flood Risk Assessment involves a broad scale assessment of areas at risk of flooding within the Borough, be it fluvial or other forms of flooding and includes advice on sustainable drainage techniques and other flood risk solutions. The Study also predicts likely increased flooding risk in the Borough due to relevant factors, including climate change.
- 5.6.7 For sites allocated by this Local Plan, the Local Planning Authority has used the information in the SFRA to inform the Exception Test. At planning application stage, the developer must adopt the sequential approach when assessing the feasibility of site allocations. This will ensure that appropriate flood resistance and resilience measures are put in place, which align with the recommendations in National and Local Planning Policy and supporting guidance as well as those set out in the SFRA.
- 5.6.8 Within the Borough there are two main occurrences of Flood Zone 2 and 3; one along the River Sence corridor (which is a tributary of the River Soar), adjacent to the Grand Union Canal to the south of the Borough; and, one along the Wash Brook corridor which flows west to east between north Wigston and Oadby.
- 5.6.9 Blue and Green Infrastructure (BGI) and Natural Flood Management (NFM) can capture flood flows and provide additional flood storage, which is a form of climate change adaptation. New wetland habitat also provides additional biodiversity benefits. These measures would be especially valuable upstream of communities at flood risk such as the community along the Wash Brook and the community at Wigston Harcourt.
- 5.6.10 The only main river in the Borough recognised by the Environment Agency is the River Sence in the south of the Borough. However, there is also recognised flood risk from the Wash Brook ordinary watercourse and the Evington Brook main river to the North (outside of the Borough's boundary). There is a 'Community at Risk of flooding' on the Wash Brook and also a 'Community at Risk of flooding' at Wigston Harcourt, from an ordinary watercourse and which is a tributary of the River Sence.
- 5.6.11 The Strategic Flood Risk Assessment has informed the spatial development strategy for the Borough and is the basis upon which the Sequential and Exception Tests will be applied.
- 5.6.12 Flood Risk Assessments should follow the approach recommended by the NPPF (and associated guidance), as well as guidance provided by the Environment Agency and Leicestershire County Council in its role as the Lead Local Flood Authority. This includes:
- Site-specific Flood Risk Assessment: Checklist (NPPF PPG, Defra)
 - Standing Advice on Flood Risk (Environment Agency)
 - Flood Risk Assessment for Planning Applications (Environment Agency)
 - Current Industry Best Practice for SuDS (The SuDS Manual CIRIA C753)
 - Leicestershire County Council LLFA Policy for the Management of Surface Water

- Borough of Oadby and Wigston Strategic Flood Risk Assessment Level 1 and Level 2 (SFRA, 2024)

5.6.13 The Strategic Flood Risk Assessment also offers guidance on how to manage any floodplains in the Borough. It recommends (pg. 59) the raising of floor levels to reduce incidence of flooding so the policy below takes this approach.

Water Management

5.6.14 Water is a vital resource we cannot live without - it supplies us with water for drinking, industry, farming and recreation, and is essential for ecosystems to flourish, as well as human health and economic growth. However, water pollution and drought threaten this. As such, it is important we maintain and improve the quality and quantity of fresh and marine waters to ensure the needs of society, the economy and the environment can be maintained.

5.6.15 The Water Environment Regulations 2017 apply to surface waters and groundwater (water below the surface of the ground). These regulations set out requirements to prevent the deterioration of aquatic ecosystems; protect, enhance and restore water bodies to 'good' status; and achieve compliance with standards and objectives for protected areas.

5.6.16 The NPPF supports the delivery of sustainable development and the Humber River Basin Management Plan promotes the use of the tighter Water Efficiency Target within Building Regulations.

5.6.17 Through the Building Regulations all developments (currently) are required to achieve a mandatory standard of 125 litres of water per person per day. The optional technical standards for housing allows local authorities to apply a more stringent standard of 110 litres per person per day where there is a clear local need. The majority of the Severn Trent Water area is now classified as an 'area of serious water stress'⁷ and therefore, all new developments in the Borough are required to implement water efficient technology and fittings which have energy efficiency benefits.

Sustainable Drainage and Surface Water

5.6.18 Traditional drainage is designed to move surface water run-off as rapidly as possible to a discharge point; either a watercourse or soak away. This approach has a number of harmful effects because run-off from impermeable surfaces can increase the risk of flooding downstream, as well as causing sudden rises in water levels and flow rates in watercourses. In addition, by diverting rainfall to piped systems, water does not soak into the ground, depleting ground water and reducing flows in watercourses in dry weather.

5.6.19 Surface water run-off can contain contaminants such as oil, organic matter and toxic metals. Although often at low levels, cumulatively they can result in poor water quality in rivers and groundwater, affecting biodiversity, amenity value and potential water abstraction. After heavy rain, the initial run-off is often highly polluting.

⁷ <https://www.gov.uk/government/publications/water-stressed-areas-2021-classification> - Water stressed areas – 2021 classification

- 5.6.20 The theory that sits behind Sustainable Drainage Systems (SuDS) is that they seek to replicate the natural movement of water from a development by reducing flood risk, improving water quality and often create desirable features that can make towns and cities more attractive places to live in by enhancing the quality of life. In addition, the European Water Framework Directive requires careful management of water resources through sustainable protection of water quality. Development proposals that are likely to impact surface or groundwater should consider the requirements of the Water Framework Directive. SuDS offer an interesting and cost effective solution in delivering the Directive's requirements.
- 5.6.21 Recent revisions to planning policy and the National Planning Policy Framework recognise the role that well-designed SuDS have in managing surface water.
- 5.6.22 As well as the provision of SuDS, the creation of new habitats, the planting of appropriate trees, and the creation of new woodland will be sought as they can also help reduce the danger of both fluvial and surface water flooding.

Policy Text

Policy 6: Flood Risk and Sustainable Water Management (Strategic)

Flood Risk

1. The Council will work with relevant bodies to ensure that flood risk in the Borough is managed and reduced. Development will be directed away from areas of highest risk of flooding from any source and opportunities will be taken to reduce flooding, through sustainable drainage systems and natural flood management to deliver multi-functional benefits for people and wildlife.
2. All new development proposals in the Borough must take into account the potential impact of climate change on water resources, water quality and on the level of flood risk posed, as detailed in the Council's latest Strategic Flood Risk Assessment (SFRA), and, via the most relevant and up to date sources or Legislation for flood risk and / or water management.
3. Development in areas that would be at risk from flooding must be avoided unless it can be demonstrated that:
 - a) Appropriate land at lower risk is not available (and this has been evidenced through the application of the National Planning Policy Framework Sequential Test, and if necessary, the Exception Test);
 - b) There are national policies or other material considerations permitting development of that nature on land with a high risk of flooding;
 - c) There are exceptional reasons for development to take place in that location; and,
 - d) The localised and cumulative risk of flooding can be fully mitigated through careful design and engineering methods including (but not limited to) natural flood risk or other on-site flood management infrastructure leading to an overall reduction of flood risk elsewhere.
4. A detailed site-specific Flood Risk Assessment will be required for all development proposals greater than 1 hectare in size situated within a Flood Zone 1 and all

development proposals regardless of size situated in Flood Zone 2 or 3, or in an area within Flood Zone 1 which has critical drainage problems.

5. The Flood Risk Assessment should be proportionate to the degree of flood risk and appropriate to the scale, nature and location of development. The assessment must identify the necessary mitigation and adaptation measures which must:
 - a) Aim to avoid or reduce the risk of flooding and harm from it by ensuring the sequential approach has been undertaken and the development is safe for the lifetime of the development and will not increase flood risk to others;
 - b) Include suitable habitat creation and not cause detriment to existing habitats and species;
 - c) Demonstrate how such measures form an intrinsic part of the overall development;
 - d) Proactively manage surface water run-off through the use of sustainable drainage techniques and positive land management, including the use of permeable surfacing and natural flood risk management infrastructure.
6. Development of previously developed sites must be accompanied by a desktop study to identify any potential site contamination. If there is potential for contamination to be present on site, further, more detailed investigation will be required to ensure that contaminants are not mobilised through development and enter groundwater supplies or watercourses.
7. In order to allow access for the maintenance of watercourses, development proposals that include or abut a watercourse should ensure no building, structure or immovable landscaping feature is included that will impede access within an 8m buffer zone of a watercourse.
8. Planning Conditions may be included where relevant to ensure this access is maintained in perpetuity and may seek to ensure responsibility for maintenance of the watercourse is clearly identified and included in maintenance arrangements for future occupants.

Water Efficiency

9. The Severn Trent Water area is now classified as an 'area of serious water stress' and therefore, all development proposals must be able to robustly demonstrate that:
 - a) They are water efficient by incorporating innovative water efficiency and water re-use measures, demonstrating that the estimated consumption of wholesome water per dwelling is calculated in accordance with the methodology in the water efficiency calculator and should not exceed 110 litres per day per person (or any subsequent reduction as required by Building Regulations);
 - b) Water is readily available to support the proposed scale of growth;
 - c) Clear management arrangements and funding for ongoing maintenance of water availability and quality over the lifetime of the development is known. Planning conditions or obligations will be used to secure these arrangements;

- d) That adequate mains foul water treatment and disposal is already in existence or can be provided in time to serve the new development. Non-mains foul sewage disposal solutions will only be considered in exceptional circumstances and must be approved by the local planning authority and / or statutory bodies.

Water Management

10. All development proposals comprising of new buildings:
 - a) With outside hard surfacing, must ensure such surfacing is permeable (unless there are technical and unavoidable reasons for not doing so in certain areas) thereby reducing energy demand on the water recycling network;
 - b) Should consider the potential to incorporate a green roof and/or walls;
 - c) Should consider the use of grey water recycling;
 - d) Which is residential and which includes a garden area, must include a rain harvesting water butt(s) of minimum 100l capacity;
 - e) Finished floor levels should be above the 1% AEP plus climate change peak flood level;
 - f) Must seek to reuse and recycle rainwater via harvesting measures that have been incorporated wherever possible in order to reduce demand on mains water supply as part of an integrated approach to water management agreed by the local planning authority; and,
 - g) For non-residential development, a minimum of 3 credits under the measure “Wat 01” BREEAM measure.

Sustainable Drainage and Surface Water

11. The Council will require all major development proposals, as defined within the latest National Planning Policy Framework, and or relevant national legislation, to incorporate appropriate Sustainable Drainage Systems in accordance with the latest National Standards for Sustainable Drainage Systems and in agreement with the Lead Local Flood Authority (LLFA) for Leicestershire. Development proposals that are likely to impact on surface or ground water should consider the requirements of the Water Framework Directive.
12. All schemes must be informed by specific catchment and ground characteristics, and they will be required to establish the wider ranging issues relating to long-term management, adoption and maintenance of SuDS.
13. Where development is proposed in areas known to be susceptible to surface water flooding issues, appropriate management and mitigation schemes will be required. Development should protect and enhance groundwater, surface water features and control aquatic pollution. Development must not have an unacceptable impact on the quality and potential yield of local water resources, the water environment, and the local ecology.
14. Applicants will be encouraged to submit proposals that incorporate solutions to reduce the risk of flooding and propose sustainable water management from the outset via

discussions with the Local Planning Authority and / or all relevant bodies via Pre-Application and Full Application dialogue.

Policy 7: Preventing Pollution (Non-Strategic)

What this Policy will do

- 5.7.1 This Policy seeks to reduce and actively monitor pollution stemming from new development.

Relevant Spatial Objectives

- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 10: Climate Change

Supporting Text

- 5.8.1 The planning system plays a vital role in making sure all new development takes into account pollution levels and ways to minimise these. Pollution can come from many sources, including light, noise, air, land, water, odour and vibrations, all of which can have a damaging effect on the local environment, amenities and health and wellbeing of residents and visitors.
- 5.8.2 All development will be assessed on the level of pollution it would generate and the impact it would have on the surrounding area including the natural and historic environment. The Council will expect the development to mitigate any negative effects caused and also take into account any controls and mitigation measures that could reasonably be imposed by condition e.g. hours of operation and tree planting.
- 5.8.3 Adverse effects must be carefully considered by the applicant of any planning proposal as such impacts can be the basis for the refusal of an application if not adequately addressed.
- 5.8.4 Applicants are encouraged to have pre-application discussions with the Council to be advised on the specific requirements. Applicants are also encouraged to submit appropriate assessments setting out potential pollution and there impacts. Assessments should:
- identify the potential pollution,
 - identify the sensitive receptor(s) which may be affected by the proposed development, including residents, businesses, land users and sensitive environmental assets,
 - consider the potential for cumulative impacts with other existing or approved development, and
 - demonstrate the measures which would be implemented to ensure adverse impacts would be avoided at source, or where this is not possible, outline the proposed management and mitigation measures to reduce effects to an acceptable level; and identify the significance of any residual effects.

Policy Text

Policy 7: Preventing Pollution (Non-Strategic)

1. The potential impacts of exposure to pollutants must be considered in locating development, during construction and in use.

2. Development should be designed and located to ensure that established noise and other nuisance generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.
3. Development proposals that have not clearly demonstrated how noise and other nuisances will be mitigated and managed should not be permitted.
4. Planning permission will not be granted where the development and uses would cause unacceptable risk to public health or safety, the environment, general amenity or existing uses due to the potential of vibration, odour, light pollution, air quality, pollution of surface / ground water sources or land pollution and to occupiers of surrounding land uses or the historic and natural environment, unless the need for development is considered to demonstrably outweigh the effects caused and the development includes mitigation measures to minimise the adverse impacts.
5. Developments sensitive to pollutants will be permitted where the occupants and environment would not experience adverse impact, or the impact can be overcome by mitigation measures.

Policy 8: Renewable and Low Carbon Energy (Non-Strategic)

What this Policy will do

- 5.9.1 This Policy seeks to reduce the detrimental impact that development has on climate change through producing renewable and low carbon energy on-site rather than fully relying on existing energy providers.

Relevant Spatial Objectives

- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 10: Climate Change
- Spatial Objective 11: High quality and sustainable design

Supporting Text

- 5.10.1 The NPPF and Planning Practice Guidance requires planning policies to maximise and promote renewable and low carbon energy generation. It also suggests that there should be radical reductions in carbon emissions through development. This policy builds on the other measures proposed throughout the Plan and aims to reduce demand for energy through the on-site generation of renewable and low carbon energy.
- 5.10.2 Increasing the amount of energy generated from renewable and low carbon technologies will only help to ensure that the Borough area has access to a secure energy supply, reduces its greenhouse gas emissions to slow down negative climate change and stimulate investment in new jobs and businesses. This Plan has an important role in the delivery of new renewable and low carbon energy infrastructure in locations where the local environmental impact is acceptable.
- 5.10.3 To reduce carbon emissions, all new development should incorporate renewable and low carbon energy production equipment into its building fabric. Such energy generation could take the form of (but is not limited to) photovoltaic energy, solar-powered, wind generated energy, air / ground source heat pumps and geo-thermal water heating.
- 5.10.4 Higher density and mixed-use developments can provide ideal conditions for successful, viable and efficient applications of decentralised energy technologies, as a way of ensuring clean, affordable, secure energy into the future.

Policy Text

Policy 8: Renewable and Low Carbon Energy (Non-Strategic)

1. All new homes and new commercial buildings must incorporate renewable and low carbon energy production equipment into its building fabric to meet at least 10% of the predicted total annual energy requirements (of non-renewable and low carbon energy use) of the building and its occupants. Proposals that do not meet this requirement will be refused, unless the applicant submits to the Council robust justification as to why it is not appropriate or viable to meet the requirement.

2. The development of renewable, low carbon, or decentralised energy schemes or community-based projects will be supported in principle where proposals:
 - a) Are located appropriately and do not have an unacceptable impact on surrounding uses or the environment, landscape character or visual appearance of the area; and
 - b) Mitigate any potential noise, odour, traffic or other impacts of the development so as not to cause an unacceptable impact on the environment or local amenity.

6. Housing

Policy 9: Affordable Housing (Strategic)

What this Policy will do

- 6.1.1 This Policy will ensure that the appropriate levels of affordable homes are provided within the Borough, to not only address any affordable housing need, but also provide a balanced housing market.

Relevant Spatial Objectives

- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 8: A balanced housing market
- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 11: High quality and sustainable design

Supporting Text

- 6.2.1 The Borough of Oadby and Wigston is a relatively unique local authority area compared to other local authority areas within the Leicester and Leicestershire Housing Market Area. There are three distinct settlement areas all of which have very different socio-economic profiles as well as land values. In general, Oadby has the highest land values of the three settlements, with Wigston having the second highest and South Wigston the lowest.
- 6.2.2 Evidence for the need for affordable housing is set out in the latest Housing and Economic Needs Assessment (HENA) that has been undertaken by Icen Consulting (June 2022, Executive Summary, pg 9) for the Leicester and Leicestershire Housing Market Area. The Council has also 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.
- 6.2.3 The Council's Whole Plan Viability Assessment (WPVA) has provided the Council with a comprehensive evidence-base from which to apply appropriate requirements for affordable housing provision on all major development sites, as well as smaller windfall sites coming forward in the Borough over this Plan-period to 2041.

Policy Text

Policy 9: Affordable Housing (Strategic)

1. The Council requires the provision of affordable homes on all major developments, as defined within the latest National Planning Policy Framework, and or relevant national legislation. The provision of affordable housing must be provided in conformity with Table 3. The expectation is that all affordable housing will be provided on-site.

Table 3. Minimum percentage of affordable homes to be provided

Type of Site	Minimum percentage of affordable homes to be provided
Greenfield	20%
Brownfield	10%

2. A cumulative approach to affordable housing on a development site will apply regardless of the number of different associated planning applications.
3. There is no maximum number of affordable homes that can be provided on a site. The major development threshold does not restrict proposals providing affordable homes on sites of fewer than 10 homes or less than 0.5 hectares in size.
4. The provision of affordable homes is a priority for the Council and therefore, should a site be proposed for more than the minimum percentages illustrated in Table 1, the Council may take a flexible approach to other developer contributions through negotiation with the applicant.
5. The type, tenure and mix of affordable homes to be provided will be negotiated at the time of the proposal being determined by the Council. All proposals should respond to the most up-to-date assessment of local housing need.
6. The HENA (June 2022) identifies a need for affordable home ownership dwellings and rented affordable dwellings. Accordingly, until the Council has more up to date evidence, it will seek the following split between affordable dwellings:
 - a) 33% affordable home ownership;
 - b) 33% social rent; and,
 - c) 34% affordable rent.
7. Proposals for residential development that meet the major development threshold but do not provide any affordable housing will be refused unless an appropriate off-site contribution is provided in lieu of the required number. The off-site contribution will be negotiated at the time of the proposal being determined by the Council.

Policy 10: Housing Density (Strategic)

What this Policy will do

- 6.3.1 Land is a scarce and finite resource, ensuring that development occurs at an appropriate density for its surroundings should ensure that land is not 'wasted'. An independent analysis may be needed to show that in order to achieve other policy priorities (flooding, historic environment) there is a need to reduce density on a particular site.

Relevant Spatial Objectives

- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 11: High Quality and sustainable design

Supporting Text

- 6.4.1 The Borough of Oadby and Wigston is a small, compact, urban authority area that is directly adjacent to and shares a boundary with Leicester City. The Borough has a finite supply of land on which development can be situated, therefore making the most efficient use of this land is paramount.
- 6.4.2 To ensure the development of new homes is concentrated within the most appropriate and sustainable locations, the Council is seeking a higher density within the town centre of Wigston and the district centres of Oadby and South Wigston. Seeking higher densities within built up centre locations will concentrate residential development close to essential services and jobs and will reduce the need to travel by motor vehicle.
- 6.4.3 Concentrating housing within the more urbanised areas of the Borough will positively affect the local economy as there will be more people closely located to existing retail, service and leisure facilities. The Council is aware that a higher figure would not be appropriate throughout the entire Borough area, therefore, is reducing the density figure on a 'sliding' scale outside of the main centre boundaries. This is to allow for flexibility relating to location, as well as responding to the distinct character areas of the Borough.
- 6.4.4 Each site has its own particular characteristics, and the Council will consider whether the proposal is of an appropriate density against the criteria set out in the High Quality Design policy of this Plan, as well as using The National Design Guide and the Borough's Local Design Code to incorporate good design principles. The National Design Guide states that *'the appropriate density will result from the context, accessibility, the proposed building types, form and character of the development'*.
- 6.4.5 The Council is committed to achieving the Local Plan Vision where *'growth will contribute to people's health, happiness, and well-being in the Borough through the timely delivery of well-designed, efficient and high-quality development that will meet their needs, whatever their income, stage of life and ability'* and good design is key to attaining this part of the vision.

Policy Text

Policy 10: Housing Density (Strategic)

1. The Council is committed to delivering new homes in an effective and efficient manner. The Council is also committed to locating residents close to much needed services and facilities as well as adopting good design principles and enabling healthy communities.
2. In seeking to achieve higher densities, developers must have regard to creating high quality environments and attractive places. A balance should be struck which allows for the development needed, while ensuring that design and quality of development maximises opportunities for people to be active – which includes creation of high-quality, safe spaces for people to engage in formal and informal recreation, active travel, play, social engagement.
3. To ensure that the Borough provides the required number of homes for its communities, the Council will adopt the following density targets on all new development sites that involve the provision of new homes.
 - a) At least 50 homes per hectare on average at proposed development sites that have a gross site size of 0.3 hectares and larger and are located within the town centre boundary of Wigston or the district centre boundaries of Oadby and South Wigston.
 - b) At least 40 homes per hectare on average at proposed development sites that have a gross site size of 0.3 hectares and larger and are located outside of the town centre boundary of Wigston or district centre boundaries of Oadby and South Wigston, but within the existing urban area of the Borough.
 - c) At least 30 dwellings per hectare on average at proposed development sites that have a gross site size of 0.3 hectares and larger and are located on peripheral urban area and / or emerging countryside sites.
4. Where a development is otherwise acceptable but an independent viability appraisal and / or an independent character and design appraisal demonstrates that the required density cannot be achieved, the Council will work with the applicant to ascertain whether there are alternative approaches. This may include consideration of the site context, accessibility, the proposed building types, form and character of the development. If the Council requires its own independent viability assessments to verify outcomes of the applicants assessment, it will be at the applicants cost.

Policy 11: Gypsy, Travellers and Travelling Showpeople (Strategic)

What this Policy will do

- 6.5.1 This Policy seeks to ensure an overarching approach to providing appropriate accommodations needs for Gypsies, Travellers and Travelling Showpeople that reflects a local need across the Plan period.

Relevant Spatial Objectives

- Spatial Objective 6: Accessible transport links
- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 14: Green Wedges and the Countryside

Supporting Text

- 6.6.1 Meeting the identified housing needs of all sections of our community, including Gypsies, Travellers and Travelling Showpeople is a key objective of this Plan. This is because it is important to provide for the accommodation needs of Gypsies, Travellers and Travelling Showpeople within the wider context of meeting identified local housing needs.
- 6.6.2 The Government's overarching aim is to ensure fair and equal treatment for Travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of settled communities.
- 6.6.3 There are distinct differences in the culture and way of life of Gypsies and Travellers, and Travelling Showpeople. For this reason, Planning Policy for Traveller Sites (DCLG, updated December 2023) provides two separate definitions:
- Gypsies and Travellers: *'Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.'*
 - Travelling Showpeople: *'Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.'*
- 6.6.4 A Gypsy and Traveller Accommodation Assessment (GTAA) undertaken by ORS (2024) has been prepared to better understand the latest accommodation needs for Gypsies, Travellers, and Travelling Showpeople within the Borough. The Report identifies that the Borough of Oadby and Wigston continues to have a zero identified need for permanent sites and limited need for transit pitches. However, the Council will continue to support a County-wide approach to meeting Transit provision that could accommodate any families wishing to visit the area.

- 6.6.5 This approach will ensure that the Council meets the requirements of the Housing Act (1985), the Housing and Planning Act (2016), the NPPF (2023) and Planning Policy Guidance (2014) as amended by Planning Policy for Traveller Sites (2015) (which included a change to the definition of Travellers for planning purposes).
- 6.6.6 The main objective of the GTAA is to provide the Council with robust, defensible and up-to-date evidence in relation to the accommodation needs of Gypsies, Travellers and Travelling Showpeople during the period up to 2041.
- 6.6.7 This criteria-based Policy for the provision of Gypsies, Travellers and Travelling Showpeople should be used to guide the allocation of sites to meet identified needs where they are identified. The Policy seeks to ensure that sites are accommodated in sustainable locations with access to a range of essential services, such as education, healthcare, welfare, shops, water and sewerage facilities, where possible.

Policy Text

Policy 11: Gypsy, Travellers and Travelling Showpeople (Strategic)

1. The Council will identify sufficient land to accommodate Gypsy and Traveller needs should evidence suggest a need to do so. Should a need be identified that requires the identification of land for Gypsy and Travellers the following criteria will apply:
 - a) Sites must be accessible, by a range of transport modes, to essential local services and facilities, including shops, schools and GP surgeries.
 - b) Sites must not be isolated, and preferably be located within or adjacent to main urban areas.
 - c) Sites must have formal safe access to the highway network and must have sufficient parking provision on site.
 - d) Sites must be (or have the opportunity to be) served by adequate water and sewerage services / facilities.
 - e) Sites must not be located within Flood Zones 2 or 3.
 - f) Sites must not be situated on contaminated land or within areas with poor ambient air quality.
 - g) Sites must be incorporated and integrated into the surrounding area through high quality design.
 - h) Sites will not have an unacceptable impact on adjoining / neighbouring properties and / or land uses.
 - i) Sites will not have adverse impacts on environmentally sensitive areas, areas of historic or heritage interest, or areas of landscape character importance.
2. Any proposal for Gypsy and Travellers site provision must also conform to current national policy and guidance.

Policy 12: Housing Choices (Non-Strategic)

What this Policy will do

- 6.7.1 The policy seeks to ensure that the Council provides a balanced, high quality and fit for purpose housing market that is available to all and delivers a wide choice of different types of new homes that meet the needs of the local community.

Relevant Spatial Objectives

- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 8: A balanced housing market
- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 10: Climate Change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 13: Enhancing local heritage

Supporting Text

Housing Choices

- 6.8.1 The NPPF suggests that local planning authorities should deliver a wide choice of high-quality homes; they should widen opportunities for home ownership and create sustainable, inclusive and mixed communities. The Council also wants to provide the most appropriate housing solutions for all of its existing population, as well as those future populations aspiring to live within the Borough. 'Housing for Older and Disabled People' (2019) supplements the national policy position, recognising the growing need to plan for specific groups requirements as part of new development.

Local Context

- 6.8.2 The Council is committed to ensuring new development in the Borough will provide an appropriate mix of housing size, types, tenure and range of accommodation choices that are flexible enough to adapt to the local needs of the community. This will include the delivery of specialist accommodation and Lifetime homes, as well as to cater for 'whole life communities' as part of new developments up to 2041 and beyond.
- 6.8.3 All new developments will contain an appropriate housing mix having regard to the nature of the development site, character of the surrounding area, the most up to date evidence of need, as well as the existing housing mix of the immediate area. This means that all new residential development in the Borough should maintain, provide and contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities. The Leicester and Leicestershire Housing and Economic Needs Assessment (2022) provides a suggested dwelling mix for market housing. Up to date information provided by the Borough Council's housing team on the Council's current local waiting list provides the recommended approach to affordable dwellings.
- 6.8.4 This will ensure that new developments provide a greater mix of accommodation choices for all, including accessible, inclusive homes accommodating the needs of a wide range of households, such as young professionals, families, older people and individuals with disabilities.

- 6.8.5 The Council is committed to providing new homes that are ‘fit for purpose’ and promote healthy living conditions and are appropriate for modern living and requirements. The Council will require all new homes, regardless of type or tenure, to be of a size that allows sufficient space for all of its proposed inhabitants to live comfortably and sustainably.
- 6.8.6 New housing developments should not only be ‘fit for purpose’ for its inhabitants, but they should also be located in sustainable locations, close by to key services and facilities and should protect and exploit opportunities for sustainable transport use. As well as being situated within sustainable locations, any residential proposals (including change of use, subdivision or new build) will need to reflect the character of the local area.
- 6.8.7 Shared accommodation options, including well designed Houses in Multiple Occupation (HMOs), play an increasingly vital role in providing housing choices for people on lower incomes, those on benefit payments and young professionals. They are often the only choice of housing for people who would otherwise be homeless.
- 6.8.8 Self-Build and Custom Housebuilding (SBCH) is a part of the Government’s strategy to improve and diversify housing provision and offer people a different option to get on the property ladder. The Council will continue to maintain a Register of individuals and associations of individuals who have expressed an interest in self and custom build homes.
- 6.8.9 The Council has and will continue to use the most up to date available National and Local housing evidence base to inform this Plan and subsequent discussions with the development industry as new development proposals emerge throughout this Plan-period.

Requirements of Specific Groups

- 6.8.10 People aged 65 and over currently represent 21.3 per cent (Census 2021) of the local population across the Borough of Oadby and Wigston. This is higher than both the East Midlands 19.5 per cent and national average of 18.4 per cent. This proportion is expected to grow significantly at the local level, with population projections suggesting that people aged 65 and over will increase by 3,380 people, which represents a significant growth of 27.5 per cent in that age group. This represents by far the largest population age group increase within the Borough where by 2041, over 65s will represent 26 per cent of the whole Borough population. With 88.6 per cent of those aged 65 and over in the Borough owning their home, it is important that the Council delivers the right diversity of new homes in the right places.
- 6.8.11 Linked particularly to a growing older population, the number of people with health problems and/or disabilities is also projected to increase significantly. The number of wheelchair users in the Borough is projected to increase by 27.6 per cent between 2020 and 2041 and over the same period, the number of people experiencing mobility problems will rise by 38.3 per cent and Dementia cases will also significantly increase, by 46.8 per cent in the same period.
- 6.8.12 Evidence therefore suggests that there are expected to be significantly greater housing pressures for older people with specific requirements over the Plan period.

- 6.8.13 Many older people decide to and continue to live in mainstream housing, and it is therefore important that housing is designed so it can be adapted to a household's changing needs and enable people to remain independently living at home for longer.
- 6.8.14 In a September 2020 Government consultation, 'Raising accessibility standards for new homes: A consultation paper', proposals were set out to increase the required access standards for all housing through building regulations. This consultation set out a range of options for how standards can be improved and, in response to the consultation in July 2022, the Government confirmed its intention to make Part M4(2) standards mandatory for all housing through Building Regulations.
- 6.8.15 Therefore, available national and local evidence (Iceni 2022, Executive Summary) suggests that it would be sensible to design housing so that it can be adapted to households changing needs and therefore recommends there is sufficient justification to require that all new build dwellings should be delivered to Part M4(2): Category 2 - Accessible and Adaptable standard (or equivalent replacement standard). The requirement for all new build dwellings to be designed to achieve Part M4(2): Category 2 will also ensure they can be easily adapted to meet the needs of a household including wheelchair users.
- 6.8.16 To ensure that there are new homes available that fulfil the adaptable criteria, the Council will also expect all major residential developments to deliver 95 per cent Part M4(2): Category 2 – Accessible and adaptable dwellings and 5 per cent Part M4(3)(2)(A) Category 3 – Wheelchair user dwellings.
- M4(2): Category 2 – Accessible and adaptable dwellings. This requirement is met when a new dwelling provides reasonable provision for most people to access the dwelling and includes features that make it suitable for a range of potential occupants, including older people, individuals with reduced mobility and some wheelchair users.
 - M4(3): Category 3 – Wheelchair user dwellings. This requirement is achieved when a new dwelling provides reasonable provisions for a wheelchair user to live in the dwelling and have the ability to use any outdoor space, parking and communal facilities.
- 6.8.17 Given the ageing population and higher levels of disability and health problems amongst older people there is likely to be an increased requirement for a wide spectrum of specialist housing options moving forward. There may be a range of factors which may influence such developments, including, issues related to loneliness, health, ability to maintain existing homes and/or care and support needs. Options include sheltered and extra care housing (classed as C3 dwellings), and residential care homes and nursing homes (care bed spaces classed as C2 provision). In all instances, proposals will generally be supported where they are seeking to meet an identified demand and when proposals are located in the most appropriate available locations.
- 6.8.18 Sheltered and extra care housing are alternatives to care/nursing home bed spaces and can help to reduce costs associated with care by supporting people to remain as independent for as long as possible. These can also support not only older people but also those with a lifelong disability. In addition, they can be integrated well into local communities and also as part of larger developments, particularly when sites for delivering specialist housing of all types are located in close proximity to existing and proposed LTN 1/20 compliant walking, cycle and wheeling

infrastructure to enable people with limited mobility (e.g. those with mobility scooters etc.) the appropriate access to the 'wheeling' network.

- 6.8.19 The Council is working towards improving inclusion and quality of life for people with Dementia. The Council therefore encourages the design of new homes to have regard to the guidance contained within the 'RTPI: Dementia and Town Planning' (September 2020). A specialist study of different types of housing for older people undertaken by Nexus (2024, pg33) reveals the high level of need for different forms of housing for an ageing population and therefore the policy below seeks these forms of accommodation.

Internal and External Space Standards

- 6.8.20 The Council recognises the importance of homes being of high quality and decent in relation to space standards. All new homes should provide spaces that are of a decent standard for its residents. Spaces and layout within new homes have a significant impact on housing quality in general, and residents' life quality.
- 6.8.21 According to The Health Foundation, housing conditions can influence residents physical and mental health and general wellbeing. In particular, it suggests that children living in crowded homes are more likely be stressed, anxious and depressed, have poorer physical health, and attain less well at school.
- 6.8.22 The role of homes and buildings in levelling up health and wellbeing (2022) research briefing note, suggests that in terms of mental health impacts, living in non-decent, cold or overcrowded housing and in unaffordable housing has been associated with increased stress and a reduction in a sense of empowerment and control over one's life and with depression and anxiety. It goes onto state that children living in overcrowded homes have a greater risk of behavioural problems than those in uncrowded homes.
- 6.8.23 The Government, through its general permitted development rights Legislation requires that all new homes provided through permitted development rights must comply with the nationally described space standards. The Council considers that this national stance is extremely positive and influential, and therefore is to further this requirement to all new homes provided within the Borough.
- 6.8.24 The Council will require that, as a minimum, all new development should be built in accordance with these nationally described standards. These standards will apply to all open market dwellings and affordable housing, including those created through subdivision and conversion. Research undertaken by the Council reveals that recent developments are providing less space than the nationally described standards and the Council is looking to improve space standards by meeting the national standards on all new development.
- 6.8.25 It is important that occupiers of all new homes have access to suitable private, or at least, semi-private outdoor space. For houses, this can most usually be provided in the form of a private enclosed garden. In the case of flats, accommodation for families should usually be provided on the ground floor so that access to a garden can be provided. For other flats, balconies may take the place of a garden, but easily accessible communal areas will often be required.
- 6.8.26 The amount of outdoor amenity space must be appropriate to the size of the home(s) being proposed and designed to allow effective and practical use of, and level access to, the space by all residents.

Self-Build and Custom Housebuilding (SBCH)

- 6.8.27 Self-Build and Custom Housebuilding (SBCH) is another route to helping people to achieve home ownership. There are subtle differences between the two forms of development, with custom build being where a person commissions a specialist developer to help to deliver their own home or where they can make choices about the design, layout or style of the home; whilst self-build is where a person is more directly involved in actually organising and constructing their new home.
- 6.8.28 The legal definition of self-build and custom housebuilding in the Self-Build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) is outlined below: *'self-build and custom housebuilding means the building or completion by— (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals, of houses to be occupied as homes by those individuals'*.
- 6.8.29 There are a number of mechanisms for delivering custom and self-build homes, including:
- people finding their own plot and building their own home;
 - developers providing serviced plots for people to design and have their own home built to a design specified by themselves;
 - sites being specifically acquired, marketed and delivered by a builder or developer as custom build where the builder will construct the custom homes for an individual, allowing them to make choices about the finer details but not to the overall design.
- 6.8.30 Where opportunities arise, the Council will support proposals for high-quality Self Build and Custom Housebuilding (SBCH) projects that are sensitive to the characteristics of the local area. On sites where more than one self or custom build dwelling is proposed, a Design Framework will be required as part of the planning application to help coordinate the finer details of the proposed development and to ensure it will be in accordance with the suite of policies set out in this Plan. In addition, Self Build proposals will need to enter into a legal agreement with the Council to ensure that any self build exemptions and / or contributions are adhered to.

Retention of Existing Homes

- 6.8.31 Given the limited amount of remaining suitable land available for new residential development in the Borough, it is vitally important to retain existing housing, especially accommodation such as bungalows or those meeting specialist needs to combat the Borough's aging population and the level of projected need. There is also an ongoing need to ensure that the range of dwelling types, tenures and sizes continue to meet the identified housing need, facilitate housing choice and achieve mixed and balanced communities.
- 6.8.32 It is recognised that the loss of existing homes may be justified in some cases, for example, where this is the only way to raise the standard of poor-quality accommodation such as where a loss is necessary to meet the required minimum space or access standards. All exceptions will need to be clearly justified and accompanied by suitable supporting information as part of proposal submitted to the Council.

6.8.33 The Council hopes that this Policy-approach will help to ensure that measures aimed at delivering additional residential accommodation, including through renovation and repair, are not undermined through losses to the existing net housing stock. Bringing empty properties back into residential use will also be encouraged as this helps to meet local housing demand and also improves the appearance of the area.

Policy Text

Policy 12: Housing Choices (Non-Strategic)

Housing Choices

1. The Council expects all applications for new residential development to contribute towards delivering a mix of dwelling types, tenures and sizes that meet the identified needs (and / or demand) of the communities within the Borough.
2. All new residential development proposals must demonstrate how they contribute to achieving the identified needs as set out in this Plan and in accordance with the most up-to-date evidence of housing needs and demands, to help determine the most appropriate housing mix based upon the character and location of the individual site.

Housing Mix

3. For all major residential developments, as defined within the latest National Planning Policy Framework, and or relevant national legislation, the mix of dwelling sizes, as per the Leicester and Leicestershire Housing and Economic Needs Assessment (2022) for Market Housing and as per the Council’s Housing Teams data from the last three years for Affordable Housing (illustrated below in Table 4), will be the starting point for discussions, unless there is any other up to date evidence available at the point of application.

Table 4. Housing mix for affordable housing and market housing

	1-Bedroom	2-Bedrooms	3-Bedrooms	4+-Bedrooms
Market Housing (HENA)	5%	35%	45%	15%
Affordable Housing (OWBC)	32%	44%	17%	7%

4. The Council will require all large development schemes to include bungalows and / or ground floor accommodation to contribute towards the housing mix and will support the development of specialist care accommodation, elderly care accommodation and retirement accommodation that meets an identified need and is proposed in appropriate sustainable locations.
5. Other forms of accommodation meeting identified types, tenures and sizes needed, for example, student halls of residence or individual live/work units that provide workspaces that are designed to be functionally separate from the dwelling(s) but enabling a more sustainable way to live and work, will also be supported in appropriate locations.

Requirements of Specific Groups

6. All new residential developments will provide flexible, vibrant, socially inclusive and adaptable accommodation choices to help meet the diverse needs of the existing and future community, as well as to be able to respond to the changing needs of occupants over time.
7. The Council will expect 100 per cent of new build homes to comply with Part M Building Regulations Standard M4(2) Category 2: Accessible and Adaptable Dwellings (or equivalent replacement standards). The Council will also expect 5 per cent of these to comply with Standard M4(3)(2)(a) Category 3: Wheelchair Adaptable (or equivalent replacement standards).
8. The Council will expect the specialist M4(3)(2)(a) homes to be in close proximity to existing and proposed LTN 1/20 compliant walking, cycle and wheeling infrastructure to enable people with limited mobility (e.g. those with mobility scooters etc.) access to the safest and most wheel-friendly routes in the immediate locale.

Internal and External Space Standards

9. New dwellings across all tenures will be expected to meet as a minimum, the Government's Nationally Described Space Standards (or any subsequent Government update) for internal floor areas and storage space. These standards will apply to all open market dwellings and affordable housing, including those created through subdivision and conversion.
10. New residential dwellings will be expected to have direct access to an area of private and / or communal amenity space. The form of amenity space will be dependent on the form of housing and could be provided as a private garden, roof garden, communal garden, courtyard balcony for accommodation above ground floor level, or ground-level patio with defensible space from public access.
11. The amount of outdoor amenity space must be appropriate to the size of the home(s) being proposed and designed to allow effective and practical use of and level access to the space by all residents.

Self-Build and Custom Housebuilding (SBCH)

12. The Council will support the provision of Self Build and Custom Housebuilding (SBCH) serviced plots on all sites, provided that proposals are of high-quality design and satisfy all other relevant policies within this Plan. In line with national legislation, the Council will continue to keep a register of individuals and associations of individuals who wish to acquire serviced plots of land to bring forward Self Build and Custom Build housing projects. Further, any approved self-build and / or custom build developments will need to enter into a legal agreement with the Council to ensure that any related exemptions and / or contributions are adhered to.
13. On sites where more than one self or custom build dwelling is proposed, a Design Framework should be submitted as part of the planning application to help coordinate the development.

Retention of Existing Homes

14. The Council will seek to resist any net loss of existing residential accommodation (Use Class C3). Any development proposals that result in the loss of residential accommodation will be resisted unless any of the following exceptions apply:
 - a) It can be demonstrated that the accommodation cannot be renovated to achieve satisfactory housing standards;
 - b) The proposal would result in a net gain in units of affordable housing;
 - c) The loss would enable residential units to be enlarged to at least meet residential space standards;
 - d) The proposed change of use will provide a local community service / facility that meets an identified need in the Borough;
 - e) It can be demonstrated that a proposed change of use is the only practicable way of preserving the special architectural or historic interest of a listed building or other building of heritage significance; or
 - f) Applications for the conversion of flats or Houses in Multiple Occupation (HMO) back to family sized homes will be considered on their merits taking account of other considerations including, for example, amenity considerations and evidence regarding the need for family homes.
15. When considering proposals for the conversion of dwellings into smaller units of self-contained accommodation, the proposal must provide a high standard of accommodation that complies with internal space standards and requirements for private outdoor space. In addition, the Council will consider the impact upon the mix of dwellings locally and the impact on the local character and amenity spaces of adjoining properties in the area in which they are located.
16. Applications for the change of use to, Use Class C4, a mixed Use Class C3/C4 or to a Sui Generis HMO use should also demonstrate that the communal living space(s), cooking area(s) and bathroom facilities provided are appropriate in size to cater for the proposed maximum number of occupants.

Policy 13: Urban Infill Development (Non-Strategic)

What this Policy will do

- 6.9.1 This Policy seeks to guide appropriate infill development on previously developed land to ensure effective use of land that respects the surrounding local area.

Relevant Spatial Objectives

- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 8: A balanced housing market
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 13: Enhancing local heritage

Supporting Text

- 6.10.1 The NPPF sets out the importance of making effective use of previously developed land in urban areas, as promoting under-utilised land and buildings can help meet local development needs while also remediating the environment on derelict and degraded sites.
- 6.10.2 Previously developed land is defined within the NPPF. The definition excludes residential garden land or other open amenity space around buildings. The majority of previously developed land within the Borough is situated within the built-up urban areas. It is this land that can be subject to urban infill development proposals. Urban infill development is therefore classed as development occurring on sites located in defined urban areas of the Borough, usually situated between existing buildings.
- 6.10.3 With the Borough being relatively compact and urban in nature, appropriate infill development has consistently come forward year on year and it makes a valuable contribution towards the Council's provision of new homes and other uses.
- 6.10.4 Through local planning policy, the Council will manage inappropriate infill development that has a detrimental impact on the locale in which it is proposed. The Council will also manage tandem development or development that seeks to split existing residential plots appropriately.
- 6.10.5 The Council recognises the changes in demand on land and the opportunities previously developed land brings to the local area with the many functions it can perform. In principle, the Council will encourage proposals seeking appropriate infill development that meets a local need, aligns with growth and infrastructure, ensures safe and healthy living conditions, are suitably situated and are of sustainable design and construction, provided they do not undermine the NPPF by compromising key economic sectors, go against the safeguarding and improvement of land, or the health of defined Centres. All development proposals would also need to conform to all other relevant policies within this Plan.
- 6.10.6 The Council's Landscape Character Assessment (latest edition) sets out guidance for each of the Urban Character Areas of the Borough and should be taken into account in any development proposals.

Policy Text

Policy 13: Urban Infill Development (Strategic)

1. Within the urban areas of the Borough, proposals for infill development on previously developed land that meet an identified need, are of high quality design, improve the character of the locale, do not have any adverse impact on / or loss of amenity to adjacent properties or nearby properties (including the consideration of on or off-street parking provision), do not have negative impacts on heritage assets, and do not cause unacceptable noise and or other disturbance, will in principle be supported.
2. The Council will therefore take a positive approach to applications on previously developed land of appropriate densities that enhance the local area through carefully designed buildings that are in keeping with the overall street scene.
3. Any proposal for development on residential garden land or any other open amenity space around buildings, particularly tandem development, will not be permitted unless it conforms to the guidance set out within the Council's Landscape Character Assessment, as well as all other policies of this Plan.
4. Proposals that split existing residential plots and propose development on the garden land of and / or open amenity space of existing plots will not be granted planning permission unless the proposal sits comfortably in, is consistent with, is in character with, and respects or enhances the direct existing street scene in which it is situated.
5. The Council will not accept development proposals that 'over develop' a site from its original intended or existing use unless the benefits of doing so significantly outweigh the detrimental impacts.
6. Development proposals would also need to illustrate high quality design and use of materials that are consistent with the character of the area and the existing properties in the direct area.

7. Commercial Development

Policy 14: Management of New and Existing Identified Employment Areas (IEA) (Strategic)

What this Policy will do

- 7.1.1 Providing employment opportunities within the Borough offers the chance to both reduce out-commuting thus contributing to sustainable development and provide young people/the unemployed entry to the labour market. The pressure for residential development can often squeeze out lower value land uses so it is important to protect employment land.

Relevant Spatial Objectives

- Spatial Objective 5: Improved employment opportunities
- Spatial Objective 7: Growth of the urban areas

Supporting Text

- 7.2.1 This Local Plan has been prepared at a time where there has and continues to be a great deal of uncertainty and change to the national and global economy. This has been brought on in the wake of the Covid 19 pandemic, the UK departing the European Union, and, in light of the ongoing challenges surrounding a cost of living crisis and environmental uncertainty.
- 7.2.2 Within the Borough area, the Council ensures that sufficient land is available for a number of different uses, including, housing, retail, leisure and employment. To ensure that the Borough area has sufficient land supply of B2, B8 and E(g) (employment) Use Classes, the Council allocates specific areas, or clusters, known as 'Identified Employment Areas'; which are mapped on the Council's Adopted Policies Map. The Borough currently has 8 Identified Employment Areas and these areas have been appropriately managed to ensure that they remain in predominantly B2, B8 and E(g) employment use. In addition to these areas, just over 8 hectares of additional land was allocated in the current Local Plan (planning up to 2031). Currently the Council has granted planning permission for 5 of the 8 hectares.
- 7.2.3 In recent years, the Borough has not seen significant demand for large scale or strategic employment growth. The main types of employment change has been associated with smaller scale changes of use application, extensions to existing employment use properties, as well as 'churn' proposals involving demolition and rebuilding of redundant properties or properties that are near 'end of life'.
- 7.2.4 The Leicester and Leicestershire Housing and Employment Needs Assessment (HENA) was published in 2022 and sets out that the local employment need for each of the local authorities within Leicester and Leicestershire up to 2041. The HENA has identified that the Borough has a total need of just 4.3 hectares of employment land, equating to 1.3 hectares of Offices (including Research and Development) as well as 3.1 hectares of Industrial and Distribution.

- 7.2.5 Given the lack of market interest in the 8+ hectares allocated in the current Local Plan to 2031 and the reduced projected need of 4.3 hectares up to 2041, the Council's strategy for the Local Plan period is to effectively retain and roll forward the current Local Plan employment allocations. Therefore, no further land will be allocated for employment development as the existing sites are in the most appropriate locations to meet the Borough's local need.
- 7.2.6 The provision of the above exceeds the need / requirements illustrated within the HENA and allows capacity for 'churn' within the Borough's existing employment sites.
- 7.2.7 In recognition of the need to move away from 'protection' and towards proactive 'management' of the Borough's identified employment areas, the Council has decided to remove the 'Core', 'Base' and 'Release' identified employment area land categories in this Local Plan Policy approach. The Council recognises its crucial role in stimulating investment by positively managing growth and investment in the Borough's employment areas in this Plan-period.
- 7.2.8 By embracing the current challenges and by applying greater flexibility to the mix of uses and employment opportunities that can be brought forward on the Identified Employment Areas, it is hoped that this Policy approach will enable:
- Vibrancy and variation to the existing identified employment sites and premises;
 - Greater flexibility and interest for key growth sectors to maximise their potential;
 - New inward investment and expansion opportunities;
 - A buoyant and attractive mix of opportunities for small to medium sized businesses, start-ups and micro-businesses; and,
 - The Borough of Oadby and Wigston to become known locally as the 'place to be', providing an entrepreneurial culture and a inspiring business hub for all.
- 7.2.9 The local economy must continue to be resilient and this Plan seeks to deliver sustainable future growth by guiding development through the creation of effective policies that are consistent with the wider National and International context. To achieve this, this Policy approach seeks to deliver certainty, yet flexibility, for the longer-term investment into the Borough's local economy.

Policy Text

Policy 14: Management of New and Existing Identified Employment Areas (IEA) (Strategic)

1. Existing and new Identified Employment Areas (IEA) will continue to be managed and enhanced appropriately, recognising their importance in the local economy.
2. Taking account of guidance set out in the Council's Employment Sites Supplementary Planning Document, Identified Employment Areas will primarily support proposals for B2, B8 and E(g) Use Classes (i.e. offices, research and development, or other industrial processes).
3. Where planning permission is required, proposals that will result in the loss of business uses under B2, B8 or E(g) Use Classes will be acceptable where the proposed use:

- a) Will not adversely impact the role of the Identified Employment Area or introduce conflict with other existing or proposed uses; and,
 - b) Will not significantly reduce the overall supply and quality of employment land and premises within the locality; and,
 - c) Will deliver economic regeneration benefits to the site and / or area or there will be a significant community benefit which significantly outweighs the impact; and,
 - d) Will have adequate parking provision on-site and will not unacceptably impact upon the local and/or strategic highway network; and
 - e) Is no longer suitable or reasonably capable of being redeveloped for employment purposes. This should be demonstrated by providing evidence from a registered commercial agent that the unit is unfit for purpose and that there is no interest from the market.
4. Proposals for the loss of business uses under B2, B8 or E(g) Use Classes where the proposed use will not generate new employment opportunities will be considered on their merits against bullets a-e above and in relation to the anticipated impacts of the loss of employment use on the community it serves. The suitability of the site for the proposed use will also be considered in accordance with other policies in this plan.
 5. Where permission is required, development of new or changes of use to existing premises under E Use Classes beyond E(g) will only be deemed acceptable where the sequential test against the network and hierarchy of town, district and local centres is passed or where the proposed use can be shown to be clearly ancillary to existing or proposed uses on the site.
 6. Please note: In the event that the Use Classes Order changes during the life of this Plan, then the closest new Use Classes to those previously categorised as B2, B8, E(g) and E Use Classes as a whole will apply for the purpose of applying the above policy, provided such new Use Classes are reasonably similar to the ones being replaced. Should no similar replacement new Use Classes arise, then the description of B2, B8 and E Use Classes as at the date of the adoption of this plan will apply for the purpose of applying this policy, and appropriate conditions or similar mechanisms will be used to enforce such provisions.

Policy 15: Retail and Related Policies (Non-Strategic)

What this Policy will do

- 7.3.1 This Policy seeks to ensure that main town centre and other appropriate uses are located within the defined centres within the Borough.

Relevant Spatial Objectives

- Spatial Objective 1: Regeneration of town and district centres
- Spatial Objective 2: Wigston town centre
- Spatial Objective 3: Oadby district centre
- Spatial Objective 4: South Wigston centre
- Spatial Objective 5: Improved employment opportunities
- Spatial Objective 6: Accessible transport links
- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 8: A balanced housing market
- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 10: Climate Change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 13: Enhancing local heritage

Supporting Text

- 7.4.1 Enabling our town, district and local centres to be places that people want to live in, work in and visit is more than just the collection of uses within them. It's about creating places that encourage investors to invest, and that people want to spend time in.
- 7.4.2 National Policy suggests that local planning authorities should support the role that town centres play at the heart of local communities, by taking a proactive and positive approach to their growth, management and adaptation. Further, the Town Centres Planning Practice Guidance (PPG) suggests that local planning authorities should plan to support town centres in generating local employment, promoting beneficial competition within and between town centres, and creating attractive, diverse places where people want to live, visit and work.
- 7.4.3 In terms of retail provision within the Borough, a '*town and district centre first*' approach will continue to be applied. Proposals for main town centre uses will be prioritised within the town or district centres, however, it is recognised that some flexibility will be allowed for edge of centre locations if the main centres cannot accommodate the retail provision proposed.
- 7.4.4 This Policy therefore provides a spatial expression for the policies contained elsewhere in this Plan and forms part of the overall approach to development within the Borough's town centres. It has a key role in supporting the delivery of those wider corporate and partner aspirations by seeking to manage and steer change, where possible, to the most suitable locations.
- 7.4.5 The central aim of the planning system is to promote sustainable development. Town centres are key to promoting sustainable development as they are locations

that are accessible by a range of methods (not just the car) and offer a wide range of facilities and services. In line with the advice set out in the NPPF, the Council has set out a hierarchy and a sequential approach to the location of town centre uses.

- 7.4.6 The Main Town Centre Uses Study (Nexus Planning Ltd, 2024) has identified that there is an identified surplus capacity which could support additional convenience and comparison goods floorspace within the longer-term across the Borough area. By the end of the Plan-period in 2041, it estimates that there is capacity to support between 1,100 sq. m and 1,500 sq. m of convenience goods floorspace and between 1,900 sq. m to 3,000 sq. m of comparison goods floorspace. The Report recognises that there are constraints with the town centre car park sites that have previously been allocated for mixed-use delivery. The constraints associated with these sites may be the key factor which has impacted on their suitability as potential locations for food store development of any scale. Should further food store development come forward, it is important that proposals are considered in the context of 'town centre first' policy objectives, but also, with reference to the benefit associated with serving identified retail needs.
- 7.4.7 There are limited opportunities for additional food stores within or immediately adjacent to existing centre boundaries in the Borough. Therefore, should convenience goods retail proposals come forward on edge or out of centre sites, then these will need to be considered carefully with reference to the key retail sequential and impact tests, and the wider benefits they may bring in increasing consumer choice and improving access to food stores for some residents.
- 7.4.8 The estimated comparison goods requirement up to 2041 is relatively modest and in this regard, Nexus identified 3,840 sqm. of vacant retail floorspace across the three principal centres within the authority area as part of their survey work. Therefore, the Study recommends that any future floorspace requirements should generally be directed towards vacant floorspace within defined centres and that there is no need to allocate additional sites for comparison goods retail development over the Plan-period.
- 7.4.9 In terms of food and beverage floorspace, the assessment has identified by 2041 there is a requirement for 1,200 sq. m of restaurant and café floorspace and for 600 sq. m of licensed premises floorspace (this equating to a total of 1,800 sq. m of food and beverage floorspace). The quantum of floorspace identified is less than the total quantum of vacant floorspace identified across the Borough's three principal centres. Therefore, the Report concludes that this floorspace requirement is directed towards the Borough's defined centres in order to secure the re-use and repurposing of existing vacant floorspace, as opposed to allocating any additional land.
- 7.4.10 Development outside of town centres could potentially have an adverse impact on the town centres themselves, but through setting a threshold for schemes of a certain size within a given distance of a centre that could have an impact on the centre allows the Council to assess the level of harm of the scheme on the town centre and make an informed decision accordingly. The NPPF encourages Council's to set a threshold, and the Main Town Centre Uses Study (2024, pg67) has informed us on the appropriate thresholds as included. The Policy also responds to policy in the NPPF which encourages local authorities to define boundaries for their town centres and for the primary shopping areas within those centres, the proposals map reflects the boundaries as recommended by Nexus (2024, pg63/4).

- 7.4.11 The role of town centres has had to change in response to both the growth of internet-based shopping and the Covid-19 pandemic. The Policy therefore takes a flexible approach to encourage a wide diversity of uses to locate within established town centres to increase dwell time, hopefully resulting in increased expenditure in the centres. The Policy also recognises the need to protect amenity levels that could be harmed by an over proliferation of certain uses.
- 7.4.12 In a similar vein and in order to maintain interest, diversity and attractiveness within our centres, the Council will seek to prevent too many non-main town centre uses co-locating.
- 7.4.13 Centres can help boost their appeal to people by having attractive shopfronts. The Policy tries to assist applicants in providing these. Similarly, the design of security shutters can have an impact on the ‘feel’ of a centre and the Policy tries to balance security with attractiveness.

Policy Text

Policy 15: Retail and Related Policies (Non-Strategic)

Supporting Main Town Centre Uses

Delivering Retail

1. Retail development will be supported in the defined policy areas of the town centre and district centres, as well as the Borough’s local centres.
2. The defined centres of the Borough should be the focus for new additional retail floorspace, maintaining the Borough’s current hierarchy and market share between centres.
3. Retail development must be of a scale appropriate to the needs of the local area served by these centres. Development will be subject to local planning, traffic and environmental considerations and proposals seeking high levels of retail provision would need to demonstrate that there would not be a significant adverse impact on the centre in which the proposal is situated.
4. In determining proposals for new retail development, the Council will apply the sequential and impact test as specified in the latest National Planning Policy Framework and National Planning Practice Guidance. It will be essential that any new development does not have an adverse effect on existing centres within the Borough. New development must be integrated within existing infrastructure.
5. Proposals for retail development within the town and district centres would need to follow the principles as set out within this Policy and all relevant Policies set out in this Plan.

Retail Hierarchy

6. Town, district and local centres will be supported to be distinctive and inclusive places at the heart of their communities. Priority will be given to concentrating main town centres uses within the centres in the following hierarchy:
 - a) **Town Centre** – Wigston;

- b) **District Centres** – Oadby and South Wigston;
- c) **Local Centres** – Brabazon Road, Oadby; Glen Road/Highcroft Avenue, Oadby; Old Oadby, London Road, Oadby; Rosemead Drive, Oadby; Severn Road, Oadby; Gloucester Crescent, South Wigston; Kelmarsh Avenue, Wigston; Leicester Road, Wigston; Little Hill, Wigston; and, Queens Drive, Wigston.

Sequential Approach

- 7. New development should be consistent with the role of the centre in the hierarchy. The preferred location for main town centre uses is within the boundaries of these centres in accordance with the hierarchy. Edge of centre locations adjoin these boundaries. Edge-of-centre and out-of-centre sites should be accessible to all and well connected to the town and district centres. For instance, by being closely linked to a defined centre in terms of proximity, continuity of function and ease of access by walking, wheeling, cycling and public transport.
- 8. Where a proposal fails to satisfy the ‘town and district centre first’ approach and / or the sequential test or is likely to have significant adverse impact on the centre, it will not be permitted.

Impact Thresholds

- 9. An impact assessment will be necessary to accompany proposals for main town centre uses (including those relating to mezzanine floorspace and the variation of restrictive conditions) which are not located within a defined centre where:
 - a) the proposal provides a gross floorspace in excess of 500 sq.m gross; or
 - b) the proposal is located within 800 metres of a town or district centre and is in excess of 300 sq.m gross; or
 - c) the proposal is located within 800 metres of a local centre and is in excess of 200 sq.m gross.
- 10. The full scope and nature of an impact assessment will be determined at the time the proposal is submitted to the Council. Proposals that would have a significant adverse impact on the vitality and viability of the centres will not be permitted.

Boundaries

- 11. The defined centre boundaries and the primary shopping areas for Wigston, Oadby and South Wigston are shown on the Adopted Policies Map.
- 12. Within any defined primary shopping area, no more than 3 consecutive non-E class use units will be permitted.

Development within the centre boundary but beyond the primary shopping area

- 13. Within the centre boundaries but beyond the primary shopping area, proposals for uses currently in Use Classes F1, F2 and C3 will be supported in principle.

Night-Time Economy and Dwell Time (Cafes, Restaurants, Bars etc.)

14. Proposals that impact the Borough’s night-time economy should be located within defined centres and will be discouraged outside these locations. Proposals within defined centres will be permitted subject to:
 - a) An assessment of its impact on the vitality and viability of the frontage or block of units of which it forms part of is submitted to the Council. Any proposal that is likely to damage the primary function of a block or frontage will not be permitted.
 - b) The cumulative effect/impact of any proposal will be taken into account. Where a number of night-time uses occur that are already causing nuisance in terms of unacceptable traffic generation and deterioration in the amenity of the area, planning permission will not be permitted if the proposal will increase the nuisance.
 - c) In all cases, proposals will be considered subject to compatibility with other Plan policies.
 - d) In some cases, there may be circumstances where any adverse impacts or effects of a proposal could be reduced by the introduction of conditions specific to that permission. Where this is not possible, permission will not be granted.

Upper Floors

15. When planning permission is required for bringing vacant/underused space above units back into use, the Council will support proposals that contribute towards the vitality and viability of the centre, subject to compatibility with other Plan policies.

Taxi and Private Hire Vehicles

16. When planning permission is sought for vehicle ranks and waiting offices, the Council will support proposals that do not have a significant impact on any premises within the vicinity of the site, subject to compatibility with other Plan policies.

Shopfronts and Shutters

17. Proposals for new frontages or alterations to existing frontages will be supported provided the proposal:
 - a) Is of a high-quality design and is sympathetic in scale, proportion and appearance to the building of which it forms part, and to the character of the surrounding street scene;
 - b) Enhances, or at least protects, traditional or original frontage or features that are of architectural or historic interest, particularly if the building is listed or within a conservation area;
 - c) Is designed to allow equal access for all users.
18. Where a proposal includes the provision of external security shutters, permission will only be granted where:
 - a) It is demonstrated that there is a persistent problem of crime or vandalism affecting the property which cannot be satisfactorily and reasonably addressed by an alternative measure; and

- b) The property is not a listed building or situated in a conservation area; and
- c) The security shutter is transparent or heavily perforated to an extent that the area behind is highly visible; and
- d) The shutter is in keeping with the character and appearance of the building and its surroundings.

Tourism

- 19. Proposals for development within a defined centre or on other appropriate sites which would contribute towards the Borough's role as a tourist destination will be supported subject to compatibility with other Plan Policies.

Policy 16: Hot Food Takeaways (Non-Strategic)

What this Policy will do

- 7.5.1 This Policy seeks to minimise any over concentration of hot food takeaways and manage their cumulative effect on the surrounding economy and environment.

Relevant Spatial Objectives

- Spatial Objective 1: Regeneration of town and district centres
- Spatial Objective 2: Wigston town centre
- Spatial Objective 3: Oadby district centre
- Spatial Objective 4: South Wigston centre

Supporting Text

- 7.6.1 Hot food takeaways can contribute to both daytime and evening economies of town, district and local centres. However, they can also generate a range of detrimental impacts including anti-social behaviour, litter, highway safety concerns and impacts on upper floor uses in their vicinity. This Policy seeks to minimise such impacts, whilst acknowledging the contribution that hot food takeaways can make, particularly those that offer a variety of meal solutions, including healthier food options.
- 7.6.2 For the purposes of this Policy, ‘hot food takeaways’ refer specifically to those that fall under Use Class Sui Generis as defined within the Town and Country Planning (Use Classes) Order 1987 (as amended). Applications for uses such as hot food takeaway establishments with closed and inactive street frontages will need to be carefully considered, taking into account the role each unit plays in that centre or location.
- 7.6.3 The Council is aware that all three of the main town and district centres in the Borough currently (as of Summer 2024) have an above national average proportion of units in takeaway use. However, in Wigston town centre and Oadby district centre, the over-provision is relatively modest with reference to the comparison to national average figures. In South Wigston district centre, the proliferation of takeaway uses is more significant and as a result, there are stretches where such uses are more prominent. The potentially negative impacts of takeaways are also exacerbated in South Wigston as its vacancy rate is higher than that evident at the two other principal centres. This means there is greater potential for a large number of units to be ‘shuttered’ and not in active use throughout much of the working day.
- 7.6.4 Therefore, consideration must be given to any potential positive or negative cumulative impact of such proposed uses; whether such proposed uses will add to the vitality and viability of the centre; and take into account what impact such use may have upon surrounding residential amenity. The Nexus Main Town Centre Uses Study (2024) examines the role of and approach to hot food takeaways and does not recommend substantial changes to the Policy approach.
- 7.6.5 Where appropriate, advice and evidence will be sought from relevant key partners including other Council Departments, Public Health and the Police.

- 7.6.6 All proposals will be expected to include details of extraction, including its design, because in many cases, external extraction such as vents and chimneys can have significant detrimental impacts on the overall design, as well as the local character. Design, including extraction, will be considered as part of the planning application itself and not be a requirement of a planning condition(s).

Policy Text

Policy 16: Hot Food Takeaways (Non-Strategic)

1. To avoid the potential significant adverse impact of hot food takeaways, all such proposals will be assessed against the following criteria:
 - a) Any proposal for a hot food takeaway, particularly a change of use from an existing E(a) use, will be assessed for its impact on the vitality and viability of the frontage or block of units of which it forms part of. Any proposal which is likely to damage the primary retail, leisure and other commercial service businesses within Use Class E function of a block or frontage will not be permitted.
 - b) Any proposal for a hot food takeaway likely to cause issues in terms of unacceptable traffic generation and deterioration in the amenity of the area, will not be permitted.
 - c) Where hot food takeaways are already present within the vicinity, the cumulative impact of any proposal will be taken into account. Where a number of takeaways occur that are already causing problems in terms of unacceptable traffic generation and deterioration in the amenity of the area, planning permission will not be permitted if the proposal will increase the nuisance.
 - d) In all cases, account will be taken of the impacts of the proposal on local residents and upon the amenity of the area, with particular regard to the proposed opening hours, the impact of noise, health and wellbeing, disturbance, design (including ventilation), smell and litter, traffic generation, parking problems and highway safety.
2. When considering all relevant proposals, regard will be had as to whether a proposal would result in an over concentration of uses such as hot food takeaways with closed and inactive street frontages. The Council will consider the role of the centre or location within which the proposal is located and other matters such as the numbers of existing similar uses and proposed hours of use within the frontage and any existing or potential issues that may occur.
3. Permission will not be granted where harm to the vitality and viability of the centre, or the amenity of local residents and businesses, cannot be adequately mitigated.
4. In some cases, there may be circumstances where any adverse impacts of a proposal could be reduced by the introduction of planning conditions specific to that permission. Where this is not possible, permission will not be granted.
5. Any proposal for a hot food takeaway will be subject to other relevant local planning policies within this Plan.

8. Transport and Community Infrastructure

Policy 17: Sustainable Transport and Initiatives (Strategic)

What this Policy will do

- 8.1.1 This Policy is encouraging a modal shift to walking, wheeling and cycling because it is one of the most cost-effective ways of reducing vehicular emissions.

Relevant Spatial Objectives

- Spatial Objective 6: Accessible transport links
- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 10: Climate Change

Supporting Text

- 8.2.1 Active travel refers to modes of travel that involve a level of physical activity. The term is often used interchangeably with walking and cycling, but active travel may also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes. Active travel is a key component of sustainable transport planning, as it has a number of health and wellbeing benefits for individuals, communities, and for the environment.
- 8.2.2 Encouraging modal shift to walking, wheeling and cycling is one of the most cost-effective ways of reducing vehicular emissions. Active travel should be an important consideration in all planning decisions. When planning new developments, it is important to make sure that there are safe and convenient routes for people to walk, cycle, and wheel within and between new and existing sites. This can be done by providing dedicated infrastructure for active travel, such as footpaths, cycle lanes, and shared spaces. It is also important to make sure that the built environment is designed to encourage active travel, such as by creating compact, walkable communities. Therefore, the Council will expect large scale development to set out how they will be designed around active travel as the first choice, while allowing for a functioning street network of vehicular access including public transport and emergency vehicles.
- 8.2.3 Proposals for new development that would have transport implications should be accompanied by a Travel Plan. A development must be considered cumulatively with other developments, in so far as whether it is likely to have a severe impact on the local community or road network. In consultation with the Local Highway Authority and in accordance with the Leicestershire Highways Design Guide (or equivalent), the scale, location and nature of development will be considered in determining how the transport impacts of development should be assessed.
- 8.2.4 The Council will work together with Leicestershire County Council as the Local Highway Authority, National Highways, public transport operators, developers and other relevant bodies to ensure that the transport network has sufficient and

appropriate capacity to manage the growth planned in the Borough and connect effectively with neighbouring areas.

- 8.2.5 This Policy enables the protection of routes that will allow the future expansion and enhancement of transport infrastructure in the Borough. The Potential Transport Route (former EDDR) in Oadby is one such link. The Potential Transport Route has been safeguarded within the Borough for a number of years but has yet to be built out for this use. Relevant evidence base has always suggested that should the route be built out for this purpose, there would be a positive benefit to the existing routes linking Gartree Road and the A6 in Oadby.
- 8.2.6 Leicestershire County Council, as the local highways authority, wishes to see the continued safeguarding of this route within the Borough. This is because the County and City highway authorities face significant challenges in continuing to develop local transport systems. At a strategic level this includes, amongst other things, supporting and delivering housing and economic growth, improving peoples' access to services whilst reducing impacts on the environment, and seeking to minimise the effects of climate change.
- 8.2.7 The Highways Authority considers that the completion of a route along the potential transport route in Oadby could help to meet strategic challenges and address local issues.

Policy Text

Policy 17: Sustainable Transport and Initiatives (Strategic)

1. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported.
2. The Council will promote and support development that prioritises active travel by walking, cycling, wheeling, Non-Motorised User routes and public transport, and reduces the proportion of journeys made by car.
3. The Council will achieve a rebalancing of transport in favour of sustainable modes by:
 - a) Ensuring that new development is located in sustainable locations with good access to schools, shops, jobs and other key services by walking, wheeling, cycling and public transport in order to reduce the need to travel by car;
 - b) Ensuring that the design and layout of new development prioritises the needs of pedestrians, cyclists and users of public transport over ease of access by the motorist;
 - c) Ensuring that new development delivering specialist housing of all types are located in close proximity to existing and proposed LTN 1/20 compliant walking, cycle and wheeling infrastructure to enable people with limited mobility (e.g. those with mobility scooters etc.) the appropriate access to the 'wheeling' network;
 - d) Ensuring that new development minimises the need to travel and, where appropriate, incorporates measures to mitigate for any transport impacts which

- may arise from that development;
- e) Requiring new development to provide for an appropriate level of cycle parking, car parking and electric vehicle space allocations that takes into consideration the impact of development upon on-street parking, residential amenity, highway safety and has regard to Leicestershire County Council standards / guidance;
 - f) Using developer contributions as necessary to fund off-site works where new or improved infrastructure is required to address the direct and / or cumulative impacts of development proposals;
 - g) Requiring development which generates a significant demand for travel, and/or is likely to have other transport implications to; be supported by a Transport Assessment / Transport Statement and sustainable Travel Plan (in line with Leicestershire County Council guidance, Active Travel England and the NPPF);
 - h) Contribute to improved sustainable transport infrastructure, including the provision of safe and reliable sustainable transport modes; and, provide facilities and measures to support sustainable travel modes.
4. The Potential Transport Route is safeguarded by this Plan unless the positive community impacts of developing the route for alternative uses demonstrably outweighs the benefits of retaining the route for sustainable transport uses. The route is identified on the Council's Adopted Policies Map.

Policy 18: Active Design and Travel (Strategic)

What this Policy will do

- 8.3.1 This Policy seeks to create safer roads and walking routes, as well as improving the Borough's public transport system. This Policy is also seeking to embed active design principles into new development.

Relevant Spatial Objectives

- Spatial Objective 6: Accessible transport links
- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 10: Climate Change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 14: Green Wedges and Countryside

Supporting Text

- 8.4.1 The modest distances and topography of the Borough, being the smallest local authority by area outside of the M25, gives a good opportunity to explore a more connected place to live through strategic planning.
- 8.4.2 Plans and evidence accompanying applications will demonstrate how the ability to travel by foot, cycle or wheeling will be actively encouraged by the delivery of well designed, safe and convenient access for all both into and / or out of and through the development. Priority should be given to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of high quality pedestrian and cycle routes and green corridors, linking to existing routes and public rights of way where opportunities exist, that give easy access and permeability to adjacent areas.
- 8.4.3 A key principle is to make healthy behaviours the easier and safer option. Promoting high levels of regular exercise through active travel by making the public realm and pedestrian and / or cycle routes safer and more attractive.
- 8.4.4 Healthy place making shifts the dial to help communities better understand the impact of the built and natural environment on our wellbeing and explore opportunities to make our places healthier.

Policy Text

Policy 18: Active Design and Travel (Strategic)

1. The Council will work with Leicestershire County Council and other relevant agencies to encourage and support measures that promote improved accessibility, create safer roads, reduce the environmental impact of traffic movements, enhance the pedestrian environment, or facilitate highway improvements. In particular, the Council will:
 - a) Support the expansion and improvement of public transport services;

- b) Encourage improvements to existing rail services, new or enhanced connections or interchanges between bus and rail services, and improvements to the quality and quantity of cycle parking at railway stations;
 - c) Support the development of a network of high-quality walking and cycling routes throughout the borough, including those identified in the Local Cycling and Walking Infrastructure Plan (or its successor) and Local Transport Plan 4;
 - d) Ensure the design of streets, parking areas, other transport elements and the content of associated standards reflects current national and local guidance, including the National Design Guide, the National Model Design Code, and, the Leicestershire Highways Design Guide;
 - e) Seek contributions towards improvements and delivery of local and strategic active travel routes and links as identified in the Infrastructure Delivery Plan and Local Cycling and Walking Infrastructure Plan; and,
 - f) Ensure provision of secure cycle parking and active travel in line with the latest guidance.
2. Developments must embed active design and sustainability principles in local area design. They will be purpose-developed for the communities they serve where the spaces, places and amenities facilitate healthy lifestyle and active travel choices.
 3. Depending on the nature of a development proposal and its location, developer contributions may be required to mitigate the direct and / or cumulative impact of the scheme.

Policy 19: Improving Health and Wellbeing (Strategic)

What this Policy will do

- 8.5.1 There are multiple factors that contribute to health and wellbeing, and although not the sole determinant in health, the planning system has a role to play in promoting health and wellbeing. This Policy sets out a range of health-related issues that new development needs to address or show why it cannot be addressed in this particular case, which can contribute to better health.

Relevant Spatial Objectives

- Spatial Objective 6: Accessible transport links
- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 14: Green Wedges and the Countryside

Supporting Text

- 8.6.1 National Government requires Local Planning Authorities to ensure that health and wellbeing, and health infrastructure, are all considered in local and neighbourhood plans, as well as in planning decision taking. Public Health organisations, health service organisations, commissioners and providers, and local communities are expected to work effectively with Local Planning Authorities to promote healthy communities and support appropriate health infrastructure.
- 8.6.2 The Council and its partners will achieve this by creating and safeguarding opportunities for healthy, fulfilling, and active lifestyles to maintain and improve the health and wellbeing of residents across age groups by creating healthy neighbourhoods and communities that tackle the causes of ill health, inequity, and inequality.
- 8.6.3 The Leicestershire Joint Health and Wellbeing Strategy is an ambitious plan for stakeholders to deliver together, working in partnership to identify how individuals, communities and organisations can improve health and wellbeing in Leicestershire. It identifies strategic priorities through a life-course approach, focusing on the best start in life, staying healthy, safe, and well, living being supported well, and dying well.
- 8.6.4 One of the Council's spatial objectives is to support any activities or actions that enhance the health and wellbeing of the Borough. The Borough's Health and Wellbeing Group aims to bring key decision makers together from a range of local health providers to review local health data, share information on service provision and lobby for change. The Council, in collaboration with key partners, will seek to ensure that all of its residents are happy and live long and healthy lives, with less inequality. The Council has also worked in partnership with the Integrated Care Board to deliver the Borough's Community Health and Wellbeing Plan which is directly linked to longer term major NHS strategic priorities for Leicester, Leicestershire, and Rutland (LLR).
- 8.6.5 To address these priorities and issues, it is essential that community needs are supported through appropriate physical and social infrastructure, and by other

facilities and key services which contribute to improving physical and mental health and wellbeing, and the overall quality of life experienced by residents in the Borough.

- 8.6.6 By having a positive approach to local health and wellbeing, the Council will seek to create and support vibrant, sustainable, and healthy communities by promoting and facilitating health choices as well as creating an environment that offers plentiful opportunities for improving health and wellbeing.
- 8.6.7 To ensure that all new development contributes towards providing an array of opportunities for healthy living and wellbeing of the Borough's residents, all proposals should, through design and provision, encourage walking and cycling, as well as encourage the use of other sustainable modes of transport.
- 8.6.8 This would respond to the challenges around climate change and impacts of poor air quality by reducing car use and improving the health of residents through increasing activity levels. Where there is potential to do so, development should contribute towards, for example, the provision of and / or the refurbishment of footpaths, cycle ways, canal towpaths, outdoor adult gyms, outdoor sports provision, children's play equipment and recreational open spaces.
- 8.6.9 The impacts of proposed development on health should be assessed and considered by the applicant at the earliest stage of the design process, to avoid negative health impacts and ensure positive health outcomes for the community. This includes developers consulting with health care commissioners at an early stage to identify the need for new or enhanced health care infrastructure and Public Health colleagues regarding local need and inequality.
- 8.6.10 The locally-developed Healthy Place Making⁸ platform by LRS Active Together and supported by Leicestershire County Council Public Health has been developed to provide a resource for planners, developers and other interested parties to find information on how to create healthier places, along with the opportunity to create bespoke project boards to help influence place making. This is a useful tool which can be used to assist in the development of places that consider health and wellbeing at the forefront of design and function.
- 8.6.11 A Health Impact Assessment (HIA) is a process which evaluates the potential health effects of a proposed development on our population, particularly on vulnerable or disadvantaged groups. It seeks to identify the positive opportunities for health from a proposal as well as highlighting potential negative impacts that need mitigation. Its role is not to provide a definitive answer on whether planning permission should be granted but as a support tool to create healthy environments and reduce health inequality.
- 8.6.12 Although the Planning Practice Guidance⁹ highlights the value of Health Impact Assessments, there is no adopted standardised HIA in England which enables local authorities to decide what the process will look like, including when it is required, or the opportunity to tailor an approach to local circumstances and specific issues that they face.

⁸ <https://www.healthyplacemaking.co.uk/> Healthy Place Making Leicestershire, Leicester and Rutland

⁹ <https://www.gov.uk/guidance/health-and-wellbeing> National Planning Practice Guidance on Healthy and Safe Communities

- 8.6.13 Like other Local Planning Authorities in Leicester and Leicestershire, the Borough Council has worked collaboratively with the Public Health Team at Leicestershire County Council to ensure that delivering healthy and safe communities is a golden thread running through the entire suite of policies in this Local Plan.
- 8.6.14 In addition, this Policy takes a proportionate approach towards the local requirement for a HIA Screening Statement as a tool to determine whether certain types of development proposals would require a more comprehensive HIA. Due to the unique size and nature of the Borough, all forms of new development that occur in this area has a cumulative impact upon local resources and services, in this instance, upon health.
- 8.6.15 Therefore, applicants for all major developments in the Borough will be required to work with Leicestershire County Council's Public Health Team and to use their HIA Screening Tool to carry out an initial screening assessment, and, to use their template for the full HIA if deemed to be required.

Policy Text

Policy 19: Improving Health and Wellbeing (Strategic)

1. Development that maintains and improves the health and wellbeing of our residents by encouraging healthy lives and creating healthy communities that tackle the cause of ill health, inequity and inequality across the life course will be supported in principle. Proposals should:
 - a) Ensure homes are of high quality, efficient, warm, dry, safe, adaptable for lifetime use and allow people to live healthy lives within them;
 - b) Be designed, in partnership, to build safe, resilient and inclusive communities with health considerations across the lifespan of the development embedded within its design;
 - c) Enable residents to remain in their homes for longer and across their life-course, ensuring vulnerable residents can experience independent lives and flourish in neighbourhoods with access to local community facilities and activities;
 - d) Deliver a safe walking and cycling network to increase access to active travel, considering active design within developments connected with the wider local community, services, and employment opportunities;
 - e) Extend opportunities to maintain and improve health and wellbeing through increasing access to nature, protecting and improving green and blue infrastructure that encourage greater participation in physical activities, and, increases opportunities for social interaction in the community;
 - f) Maintain or improve access to key services such as healthcare (clinical and community based), education, voluntary organisations, community and recreational facilities and wider support services for all age groups;
 - g) Reduce health inequality within the community by improving the economic wellbeing, physical and mental health of all our communities; and

- h) Consider increasing access to healthy food options and restricting access to unhealthy food, embedding factors to improve air quality, improve access to and use of green spaces, create healthy streets and neighbourhoods linked by active travel.
2. Proposals for major development, as defined within the latest National Planning Policy Framework, and or relevant national legislation, or development located in an identified area of concern in the Leicestershire Joint Strategic Needs Assessment (latest edition), or other development likely to have a potentially significant health impact in relation to either its use and/or location, will be required to submit a Health Impact Assessment (HIA) screening statement, using the HIA Screening Tool as prepared by the Public Health Team at Leicestershire County Council.
3. The level of information required will be proportionate to the scale and nature of the development proposed. The screening statement will measure the potential impact and demands of the development proposal upon the existing services and facilities and should demonstrate how the conclusions of the HIA screening statement have been considered in the design of the scheme.
4. For developments where the initial screening assessment indicates more significant health impacts will occur, a more comprehensive, in-depth Health Impact Assessment will be required, using the template for the full HIA as prepared by the Public Health Team at Leicestershire County Council.
5. Where significant impacts are identified, planning permission will only be granted where the Public Health Team at Leicestershire County Council and / or the Borough Council agree that measures to mitigate the impacts are provided, either on-site and / or off-site, using planning obligations.

Policy 20: Car Parking and Electric Vehicle Charging (Non-Strategic)

What this Policy will do

8.7.1 This Policy seeks to ensure that the appropriate levels, design and specifications of car parking is provided in all new development. This Policy also seeks to have a positive influence on combating climate change with the introduction of electric vehicle charging.

Relevant Spatial Objectives

- Spatial Objective 10: Climate change
- Spatial Objective 11: High quality and sustainable design

Supporting Text

8.8.1 Leicestershire County Council's Highways Design Guide (latest edition) sets out a variety of design guidance relating to travel including car parking standards to promote sustainable communities.

8.8.2 The NPPF suggests that local authorities should seek to improve the quality of parking in defined centres so that it is convenient, safe and secure, including appropriate provision for motorcycles and bicycles. Guidance also suggests that appropriate parking charges should be set within town centres.

8.8.3 The Council recognises the transition to new, sustainable modes of transport and the subsequent demands on car parking both now and in the future with further behavioural change. The provision of car parking in the Borough needs to account for the transition to ultra-low and zero emission vehicles and ensure new associated technologies are future-proofed and adaptable.

8.8.4 The NPPF recommends that in setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

8.8.5 The availability of car parking in key areas and centres has a major influence on the choice of means of transport.

8.8.6 For all car parking development and development including car parking, (in addition to requirements of high-quality design and security and appropriate proportions of disabled and motorcycle parking spaces), electric charging points should be introduced for an agreed number of spaces to encourage electrical vehicle use. In line with the NPPF, the Council will seek that developers provide charging points in accordance with Building Regulations at the earliest stages of development proposals, as the construction of integrating them is cheaper and less disruptive

than retrofitting at a later date.

- 8.8.7 All new car parks should include secure motorcycle and bicycle parking provision close to their main entrances.
- 8.8.8 The quality of car parking is imperative to the success of the Borough's centres. Car parking should therefore be provided in safe locations with convenient access and serve multiple needs, such as car sharing, Electric Vehicle charging points and encourage the use of sustainable transport patterns. New car parks or changes to existing car parks must be delivered in accordance with adopted standard sets out by the Leicestershire Highway Design Guide (or equivalent) and proportionate to the demands of the Borough.
- 8.8.9 It is important to maintain the right balance between providing sufficient parking spaces, Electric Vehicle charging points and encouraging access by alternative modes of transport to the private car, especially considering the town and district centre locations and the relative ease of access to a choice of travel mode and ranges of facilities and services within walking distance.
- 8.8.10 All proposals will be expected to be supported by evidence that justifies the associated parking provision accordingly.
- 8.8.11 New car parks and associated infrastructure will also be expected to be supported by a management and security regime to a standard which is acceptable to the Borough Council and the Local Highway Authority with evidence either at application stage or required through a condition(s).

Policy Text

Policy 20: Car Parking and Electric Vehicle Charging (Non-Strategic)

1. All new development must ensure there is suitable provision of car parking spaces and Electric Vehicle charging facilities.
2. Car parking provision and associated facilities in all new developments must accord with the standards set out in the Leicestershire Highway Design Guide (or equivalent) and the latest edition of The Building Regulations.
3. The parking standards must be seen as a minimum for developers and any variation from these standards must be supported by robust evidence in the form of a robust transport statement. Where there is a robustly evidenced need to do so, flexibility could be factored into the standards in relation to the specific local circumstances.
4. The incorporation of sustainable drainage systems (SuDS), permeable surfacing materials and means of protecting water quality, and negating surface water run-off in drainage schemes associated to car parking will be required.
5. All new residential and non-residential development must demonstrate that it has addressed suitable access to electric vehicle charging infrastructure for on-plot private and communal parking spaces and anticipated on street parking.
6. For major developments, as defined within the latest National Planning Policy Framework, and or relevant national legislation, this includes appropriate on-site provision consistent with building regulations and other national standards. The

location, siting and design of EV charging points and associated infrastructure must facilitate user access, maintenance and future EV or mobility technology retrofit. This will protect the amenity of nearby occupiers and highway safety.

Policy 21: Community Facilities and Indoor Sports Facilities (Non-Strategic)

What this Policy will do

8.9.1 Much needed facilities are integral to communities and are a key component of achieving sustainable and inclusive development. This policy seeks to manage the loss, refurbishment, replacement and establishment of new community facilities in the Borough.

Relevant Spatial Objectives

- Spatial Objective 1: Regeneration of town and district centres
- Spatial Objective 2: Wigston town centre
- Spatial Objective 3: Oadby district centre
- Spatial Objective 4: South Wigston centre
- Spatial Objective 6: Accessible transport links
- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 15: Kilby Bridge regeneration

Supporting Text

- 8.10.1 Community facilities (sometimes referred to as Community Assets) are defined as buildings or spaces where community led activities for community benefit are the primary use and the facility is managed, occupied or used primarily by the voluntary and community sector.
- 8.10.2 Community facilities can include purpose-built structures such as community halls and village halls, places of worship, health centres, schools and cultural facilities such as museums, libraries, theatres, and post offices. Indoor sports facilities are those that provide specific spaces for indoor sport and / or leisure activities to be carried out, such as swimming, badminton, keep fit and other organised fitness classes. The definition does not include development needed to facilitate and support outdoor sporting activities, for example changing facilities and clubhouses.
- 8.10.3 Some community buildings provide only one type of activity while others provide as diverse a range as possible in response to the needs of the communities they serve. They are a key part of sustainable communities and can contribute positively towards community health, recreation and wellbeing.
- 8.10.4 The Council continually monitors and assesses the local community's needs to ensure that provision of community facilities within the Borough is appropriate.
- 8.10.5 In recent years the Borough has seen significant investment within its community facilities and indoor sports facilities, both from the private sector as well as the Council itself, for example the new combined health centre in Wigston, the new swimming pool at Parklands in Oadby and the new pavilion at Horsewell Lane Park. Through working closely and collaboratively with key stakeholders, it is anticipated that such investments are likely to continue into the future.

- 8.10.6 Proactive working with key stakeholders is crucial to enable positive outcomes. The Council has developed strong collaborative partnerships with service providers such as Leicestershire Public Health, as well as the Integrated Care Board, Leicestershire Police and local community organisations.
- 8.10.7 Town centre masterplans, development briefs and Supplementary Planning Documents have previously and will continue to seek to meet any identified needs for community facilities within the Borough. Any developer contributions will be sought in accordance with the Borough Council's Developer Contributions Supplementary Planning Document (latest edition).

Retention, Enhancement and New Community Facilities

- 8.10.8 The loss of community facilities can have a substantial impact on people's quality of life, wellbeing and overall viability of the local area. The Council will expect new development to at least retain, and where possible, improve existing local community facilities. It is important that these are integrated into the design of new development from the outset. If development proposals are likely to have an impact, whether positively or negatively on an existing community facility, it is imperative that the proposer of development has early engagement with the Council.
- 8.10.9 For existing community facilities, the Council will work with partners to secure future improvements and will protect them against redevelopment for alternative uses (should evidence suggest that there is a need to do so), particularly housing and commercial development.
- 8.10.10 The NPPF states that planning policies and decisions should:
- Guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;
 - Ensure that established community facilities are able to develop and modernise in a way that is sustainable and be retained for the benefit of the community.

Assets of Community Value

- 8.10.11 Part 5 Chapter 3 of the Localism Act 2011(Act) allows local people and groups to put forward to local authorities, what is known as an '*asset of community value*'; through the Community Right to Bid procedure. The Act requires local authorities to maintain a list of '*community assets*' that have been put forward by qualifying groups or bodies and agreed for designation by the local authorities themselves.
- 8.10.12 Further information regarding assets of community value can be found on the Council's website. It is important to note that should a building be designated as an asset of community value; it does not preclude future development; however it does give the local community and / or local community group better opportunities of securing an assets future use for the community.

Indoor Sports Facilities

- 8.10.13 The Borough has a good range of existing high quality indoor sport and leisure facilities; however, some existing facilities are now ageing or require longer term

replacement and refurbishment.

8.10.14 The Council will seek the provision of new and / or upgraded facilities where there is an evidenced need to do so.

8.10.15 In addition, the Council will:

- retain existing levels of community accessible sports halls and fitness provision in the Borough.
- retain existing levels of swimming pool provision in the Borough.
- encourage investment in ageing facilities which need to be replaced or refurbished.
- support opportunities for participation to be provided in a wider range of places and spaces particularly at a local level.

8.10.16 To support the above objectives, the Council will seek contributions from new developments towards new or enhanced provision either on site or off site, having regard to viability and evidenced need. The Council will calculate the contributions required from new developments using the latest versions of the Council's Developer Contributions Supplementary Planning Document and the Indoor Built Facilities Strategy. Where a proven need exists, the Council will encourage pooled contributions to facilitate provision.

8.10.17 In assessing whether new provision is required, consideration will be given to the quantity, quality and accessibility of existing provision in the local area.

Policy Text

Policy 21: Community Facilities and Indoor Sports Facilities (Non-Strategic)

1. The Council will work with key partners including developers to secure and maintain a range of new community facilities, including indoor sports and leisure facilities. All development proposals should recognise that community facilities such as, but not limited to, community halls and pavilions, libraries, public houses, places of worship, indoor sports facilities and registered assets of community value, or any other valued community facilities recognised locally as an integral component in achieving and maintaining sustainable, well integrated and inclusive development.

Existing Facilities

2. Proposals for the redevelopment or expansion of an existing facility to enhance, extend or diversify the level of service provided will generally be supported. In most instances, the loss of an existing facility will not be supported.
3. The loss, via redevelopment, of an existing community facility and / or indoor sports facility to provide an alternative land use which is not that of a community facility and / or indoor sports facility will only be permitted if it is demonstrated that:
 - a) The facility is no longer fit for purpose and / or that the site is not viable to be redeveloped for a new facility; or

- b) The service provided by the facility is met by alternative provision that exists at another location in the Borough or within reasonable proximity to the Borough (what is deemed as reasonable proximity will depend on the nature of the facility and its associated catchment area); or
- c) The proposal includes the provision of a new facility of similar nature and of a similar or greater size in a suitable on or offsite location.

New and enhanced facilities

- 4. Where new or extensions to existing community facilities and / or indoor sports facilities are deemed necessary as part of a wider development proposal (such as a residential development scheme which generates demand for additional facilities), on-site provision and / or off-site contributions towards new or enhanced facilities to meet any needs arising from that development will be sought.
- 5. Proposals for the development of new or extensions of existing facilities will be supported where:
 - a) They are accessible to all of the surrounding community by prioritising access by walking, wheeling, cycling and public transport;
 - b) they are designed so that they are adaptable and can be easily altered to respond to future demands if necessary;
 - c) residential amenity can be protected from any detrimental impact in terms of noise, traffic and hours of use;
 - d) they encourage co-location of community and indoor sports uses;
 - e) they provide sufficient car parking to meet the needs of the development; and,
 - f) the external appearance of the building can provide a sense of place and can positively reflect the character and appearance of its surroundings.
- 6. Opportunities to incorporate facilities within or adjacent to a development site should be sought in the first instance. Off-site provision may be acceptable as an alternative if:
 - a) There is insufficient space available onsite / adjacent to the site; or
 - b) Incorporation of the facility onsite / adjacent would not be financially viable; or
 - c) It would be more appropriate to contribute (in whole or part) to the establishment or expansion of a facility elsewhere in order to meet wider demand or combine facilities.
- 7. Facilities required as part of wider development proposals should also:
 - a) Be implemented, as appropriate, at an early stage of the phasing of development;
 - b) Have a robust business plan, specification and governance arrangements in place, prepared by the applicant, including any funding arrangement, to ensure the facility is financially sustainable in the longer term.

8. Generally, town centre, district centres and local centres will be the most appropriate locations for community facilities, or, in suitably accessible locations as part of major new sites coming forward in the Borough. In general, indoor sporting facilities should be located within or directly adjacent to existing indoor sporting facilities.
9. The Council will support the provision of new facilities that are designed to respond to changing participation trends and opportunities. Where provision of new facilities is located within school and college sites, public access to these facilities will be sought and secured through community use agreements.

Policy 22: Open Space, Outdoor Sport and Recreational Facilities (Non-Strategic)

What this Policy will do

8.11.1 This Policy outlines the protection of existing open space, outdoor sports and recreational facilities and sets forth the expectation of new facilities to be accessible and of high quality.

Relevant Spatial Objectives

- Spatial Objective 1: Regeneration of town and district centres
- Spatial Objective 6: Accessible transport links
- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 10: Climate Change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 14: Green Wedges and the Countryside
- Spatial Objective 15: Kilby Bridge regeneration

Supporting Text

- 8.12.1 The NPPF sets out that '*planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which...enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities...access to healthier food, allotments and layouts that encourage walking and cycling*'.
- 8.12.2 Access to high quality open spaces and opportunities for recreation and physical activity is important for the health and well-being of the Borough's communities and can deliver wider benefits for nature and support efforts to address climate change.
- 8.12.3 Open space, outdoor sports and recreational spaces underpin everyone's quality of life, with well-designed schemes ensuring appropriate infrastructure for residents of all ages. Robust planning policy is fundamental in delivering the broader Government objectives of supporting urban regeneration and rural renewal; promotion of social inclusion and community cohesion; health and wellbeing; and, promoting more sustainable local communities.
- 8.12.4 Open spaces in towns and urban areas are essential in improving public health, well-being and quality of life. Attractive, safe and accessible parks and green spaces contribute positively to social, economic and environmental benefits and promote more healthy communities.
- 8.12.5 Over the years, locally based open space, outdoor sports and recreational space requirements / standards have been developed by the Council and have been very successful in maintaining (and increasing) the provision of open space within the Borough. With this success it is considered that it would not be appropriate to deviate from having locally derived requirements/standards. The KKP open space study (2024, pg 62) examined local standards and makes recommendations for

amended standards.

- 8.12.6 The requirement/standards and provision of Outdoor Sport Space is set out in the Council's most up-to-date Playing Pitch and Outdoor Sport Strategy (latest edition), with all other typology requirements / standards and provision set out within the Council's Open Space and Recreational Facilities Study (latest edition).
- 8.12.7 This Policy is therefore based on robust and up-to-date assessments of the need for open space, outdoor sports and recreation facilities and opportunities for new provision. The information gained from the assessments has been used to determine what open space, outdoor sports and recreational provision is needed within the Borough.
- 8.12.8 The typologies used by the Council are outlined below:
- Parks and gardens
 - Natural and semi-natural greenspaces
 - Amenity greenspace
 - Provision for children and young people space
 - Allotments
 - Outdoor sports space
- 8.12.9 All open spaces, outdoor sports facilities and recreation facilities are relevant to this policy.
- 8.12.10 As well as the open space typologies above, working closely with Sport England and relevant National Governing Bodies (NGBs), 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 2041. The typologies assessed include:
- Sports Halls
 - Swimming Pools
 - Small Halls / Community Venues
- 8.12.11 The assessment undertaken illustrates 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 2041. The Council will seek no net loss of these current levels of built facility provision.
- 8.12.12 Each type of open space and built facility mentioned above has various community benefits. It is important that the Council provides a balance between types of open space in order to meet local needs. For example, not all residents living in each area will have a demand for open space in the form of playing pitches or allotments.
- 8.12.13 Locally based open space requirements have been developed by the Council and have been very successful in maintaining (and increasing) the levels of open space within the Borough.
- 8.12.14 The requirements for each typology of open space are identified below.
- 8.12.15 The Council's Open Space and Recreational Facilities Study (latest edition) assesses the provision of open space on an annual basis and identifies areas of deficiency and surpluses in provision of open space, sports and recreational

facilities. This is used to inform where resources arising from new development or where offsite contributions will be focused.

8.12.16 Proposals for new residential development should contribute to the provision and / or enhancement of open space in areas where there is a deficiency in provision, or poor quality of open spaces. This provision could be either on or off-site depending on the scale and nature of development and the level and quality of existing facilities in the local area. On-site provision of open space should provide at least the requirements as set out below, whereas off-site contributions towards open space provision should be consistent with the Council's Developer Contributions Supplementary Planning Document (latest edition).

8.12.17 All areas of open space, sports and recreational facilities are relevant to Policy 22 and not just those identified within the Council's Open Space and Recreational Facilities Study and annual audits.

Table 5: Typologies of Open Space in the Borough

Typology of Open Space	Local Quantity Requirement (hectare per 1,000 pop'n)
Outdoor Sports Space e.g. playing fields, football pitches, tennis courts, bowling greens, artificial pitches.	1.6
Children and Young People's Space e.g. sites with equipped play facilities.	0.3
Parks and Gardens e.g. recreation grounds, urban parks, country parks and formal gardens.	0.8
Allotments e.g. growing produce, health, social inclusion and promoting sustainability.	0.5
Natural and semi-natural greenspace e.g. meadows, wetlands, woodlands, , and commons.	1.8
Amenity greenspace e.g. 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.	0.6

Policy Text**Policy 22: Open Space, Outdoor Sport and Recreational Facilities (Non-Strategic)**

1. The Council will protect all open spaces, outdoor sports facilities and recreation facilities from development where;
 - a) There is a need and / or demand to retain them; or,
 - b) They contribute towards the Green and Blue Infrastructure network in the Borough; or,
 - c) The equivalent cannot be provided elsewhere.
2. All major development, as defined within the latest National Planning Policy Framework, and or relevant national legislation, must contribute either physically or financially to the provision of or improvement of open space, outdoor sports facilities and recreation facilities in the Borough.

3. The quantity requirements set out in the Council's most up-to-date assessment of Open Space and Recreational Facilities Study, the Playing Pitch and Outdoor Sports Strategy and the Council's Developer Contributions Supplementary Planning Document will be used in relation to the provision of and improvement of open space, outdoor sport facilities and recreation facilities within the Borough, to satisfy need and allow every current and future resident access to adequate, high quality, accessible open space, outdoor sports facilities and recreational facilities.
4. All provision of open space, outdoor sport facilities and recreational facilities must:
 - a) Be located close to their intended population catchment areas; and,
 - b) Be accessible by a choice of sustainable transport modes, rather than the private car; and,
 - c) Be of an appropriate scale and design; and,
 - d) Create safe and welcoming spaces for all user groups; and,
 - e) Seek positive impacts to landscape form.
5. Existing open space, outdoor sports facilities or recreational facilities, including school playing fields, must not be developed or lost unless:
 - a) An up-to-date assessment has been undertaken which robustly demonstrates that the open space, outdoor sports facilities or recreational facilities are surplus to requirements; or,
 - b) The resulting loss of open space, outdoor sports facilities or recreational facilities is to be replaced by equivalent or better provision in terms of quantity and quality in a suitable nearby location; or,
 - c) The development is for alternative outdoor sports and recreational provision, the needs for which clearly outweigh the loss of the current or former use.

9. Design and The Built Environment

Policy 23: Public Realm (Strategic)

What this Policy will do

- 9.1.1 This Policy ensures that all public realm development is provided to the highest standard with attractive design and innovation integrated within schemes.

Relevant Spatial Objectives

- Spatial Objective 1: Regeneration of town and district centres
- Spatial Objective 2: Wigston town centre
- Spatial Objective 3: Oadby district centre
- Spatial Objective 4: South Wigston centre
- Spatial Objective 6: Accessible transport links
- Spatial Objective 11: High quality and sustainable design

Supporting Text

- 9.2.1 Public realm is the public spaces between buildings and structures that are of the built and/or natural environment, which are open and freely accessed by the public. Public realm also provides the context and setting for existing and new development. It includes hard and soft surfacing materials, street furniture (including lighting, benches, litter bins), traffic and pedestrian signage, way finding and control, trees, and landscaping. For a full definition of public realm see the Borough Council's Public Realm Strategy Supplementary Planning Document (latest edition).
- 9.2.2 Although it is acknowledged that many public realm schemes require the use of street furniture, barriers and signage, the Council does not support schemes that create unnecessary street clutter. The use of signage and barriers will only be supported where they are incorporated innovatively into the design of a scheme or they are evidenced to be necessary.
- 9.2.3 Any public realm scheme must ensure that it is designed and developed to the highest standards. All schemes must improve the attractiveness of the streets and places and make the areas more desirable places to visit, to shop, work and live. Development that seeks to provide flexible outdoor events spaces will be encouraged where relevant to do so. Public Realm schemes put forward would need to comply with the Borough Council's Design Code (latest edition).
- 9.2.4 The use of high-quality materials presents an attractive and welcoming environment, and they also ensure longevity against deterioration. Public realm development presents an opportunity to replace existing impermeable hard standing and surfaces with permeable materials and to incorporate Sustainable Drainage systems (SuDs). A high-quality sustainable drainage scheme must be integrated into the development design from the outset and can provide multiple benefits, such as; creating an attractive environment; providing habitat and wildlife; being part of the green infrastructure network; and managing surface water run-off. Drainage features such as permeable surfaces, swales, filter strips, rainwater

gardens and soakaways are encouraged.

- 9.2.5 All public realm schemes will need to prioritise pedestrians over other modes, and must be designed to ensure the minimum amount of street clutter such as road signs and bollards. Manual for Streets II (or up-to-date equivalent) offers further guidance in this regard and should be considered when designing proposals.
- 9.2.6 The design of public realm in gateway locations will be of particular importance and should 'announce' the area / space to people entering or passing. Development at gateway locations will also improve the visibility and attractiveness of the Borough. Attractive gateway design can be achieved through a number of ways, including the use of high quality and different materials.
- 9.2.7 Whilst development proposals should be comprehensive and include proposals for surrounding public realm improvements, the Borough Council will use developer contributions to ensure appropriate levels of contribution for wider public realm improvements within the Borough.
- 9.2.8 Any developer contributions sought will be in accordance with the Borough Council's Developer Contributions Supplementary Planning Document (latest edition).

Policy Text

Policy 23: Public Realm (Strategic)

1. All proposals for new development must incorporate high quality public realm on-site and / or contribute towards public realm improvements off-site, physically or by way of monetary developer contribution.
2. All proposals that propose new public realm or impact upon the existing public realm must ensure that the pedestrian is prioritised over other modes of transport and that materials and design are of the highest standards and quality.
3. All public realm redevelopment or improvements must follow the principles and guidance set out in the Council's latest Public Realm Strategy Supplementary Planning Document, as well as the Borough's Design Code. All schemes must contribute towards reducing carbon emissions and therefore impact on climate change.
4. Development impacting public realm, whether new or existing, will not be permitted, unless it is of the highest quality in terms of design, innovation, material use and implementation.
5. The Borough Council will use developer contributions as necessary to ensure appropriate contributions to wider public realm improvements, both within the Borough's main centres and outside of the centres.

Policy 24: High Quality Design and High Quality Materials (Non-Strategic)

What this Policy will do

- 9.3.1 The Policy seeks to ensure that high quality design, and the use of high-quality materials is used in all new development within the Borough. Also, that new development creates attractive, buildings and spaces that are sustainable, well connected, and are in character within the locale they are set.
- 9.3.2 Applicants should refer to the Council's Design Code (latest edition) for further guidance on what the expectations are for achieving high quality design as part of new development coming forward in the Borough of Oadby and Wigston.

Relevant Spatial Objectives

- Spatial Objective 1: Regeneration of town and district centres
- Spatial Objective 2: Wigston town centre
- Spatial Objective 3: Oadby district centre
- Spatial Objective 4: South Wigston centre
- Spatial Objective 6: Accessible transport links
- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 10: Climate Change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 13: Enhancing local heritage

Supporting Text

- 9.4.1 High quality design, and the use of high-quality materials is paramount to ensuring that new development creates attractive buildings and spaces that are sustainable, well connected, and are in character within the locale they are set. It is imperative that new development provides buildings and spaces that people enjoy now and in the future.

What this Policy seeks to achieve

- 9.4.2 National Policy and Guidance seeks to secure high quality design and makes it clear that poor design that fails to take the opportunities available for enhancing the character and quality of an area and the way it functions should be refused.
- 9.4.3 This Policy is seeking to promote healthy communities and sustainable travel measures, and create safe and accessible environments where crime and disorder and the fear of crime do not undermine quality of life or community cohesion. Design in planning is about making places welcoming, easy and efficient for people to use in terms of functionality, durability, and accessibility. High quality and inclusive design should reflect local character and distinctiveness and be the basis for shaping balanced, safe, healthy and integrated communities. It is important to recognise that design is not just about the visual and functional aspects of a development but also its influence on social and environmental wellbeing.

- 9.4.4 The construction of buildings and spaces and the sustainability and efficiency of buildings and surrounding amenity are nationally regulated through Building Regulations. The Building Regulations are a set of national standards on key aspects of construction, including the reduction in carbon emissions and the efficient use of water. Any development proposal should deliver the highest possible quality of design and use of materials.
- 9.4.5 The design principles set out in this Policy should be used to help structure discussions between the Council and the development proposer.
- 9.4.6 For non-residential buildings, the BREEAM standard was created as a cost-effective means of bringing sustainable value to development. Evidence demonstrates that sustainable developments, like those delivered through BREEAM, offer value in many ways, including reduced operational costs. The Council would encourage the use of the BREEAM standard in all new non-residential development.
- 9.4.7 Good design responds in a practical and creative way to both the function and identity of a place. It puts; land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use – over the long, as well as the short term.
- 9.4.8 Any development proposal should seek to ensure that there is a significant positive effect on the community in which it is situated. Any negative affect should be effectively mitigated; consideration should be given to the following aspects:
- local character (including landscape setting);
 - safe, connected and efficient streets;
 - a strong network of green spaces (including parks) and public places;
 - crime prevention;
 - high quality architecture;
 - access, inclusion and health;
 - efficient use of natural resources;
 - cohesive and vibrant neighbourhoods;
 - air quality and air quality management;
 - sustainable construction; and,
 - climate change.
- 9.4.9 The Council will also actively encourage applicant / developers to take account of the standards, principles and the ten characteristics of well-designed places set out in the National Design Guide, National Model Design Code, and, as a minimum, the requirements set out in the Council's latest Design Code. A Design and Access Statement will be required to accompany any development proposal or application.
- 9.4.10 Major development, as defined within the latest National Planning Policy Framework, and or relevant national legislation, including large-scale refurbishments, will require preparation of a masterplan, development brief and / or design code where deemed appropriate by the Council.
- 9.4.11 The National Design Guide sets out the characteristics of well-designed places under ten themes and these will form the foundation of this Borough's future approach to achieving high quality design and materials outcomes moving forward:
- Context: enhances the surroundings

- Identity: attractive and distinctive
- Built Form: a coherent pattern of development
- Movement: accessible and easy to move around
- Nature: enhanced and optimised
- Public spaces: safe, social and inclusive
- Uses: mixed and integrated
- Homes and Buildings: functional, healthy and sustainable
- Resources: efficient and resilient
- Lifespan: made to last

9.4.12 The Council will also have regard to a range of other best practice documents, standards and principles, such as (but not limited to):

- Secured By Design Guidance (Various);
- Buildings for Life 12 (Design Council CABI, 2015);
- Building for a Healthy Life (Homes England, 2020)
- Lifetime Homes Standard (2010)
- Future Homes Standard (TBC)
- Building with Nature Standards (latest version)
- Green Infrastructure Planning and Design Guide (2023)
- Active Design Checklist (Sport England/Public Health England, Oct 2015);
- Dementia and Town Planning (RTPI, September 2020);
- Healthy Place Making Leicestershire, Leicester and Rutland
- Leicestershire Highways Design Guide (latest version)
- Technical Housing Standards – Nationally Described Space Standards (DCLG, 2015)

9.4.13 Development should be designed to be adaptable and flexible and reduce the effects of climate change, throughout the proposed lifetime of the development, and not just in the short term. The use of sustainable building materials and the re-use of materials in all developments will be sought, as will the use of recycled aggregates in the construction of buildings and spaces. Development proposals should also seek to use design to create layouts and orientation that minimise energy consumption.

9.4.14 When new development connects to and makes use of existing routes, it should not be restricted to highways and pavements, it will include other routes, such as canal towpaths and other public rights of way. As well as connections, all development should provide the appropriate level of parking, including that for cycling and motor vehicles (including electric vehicle charging) where relevant.

9.4.15 Development should have regards to and enhance local character and history by ensuring that it responds to its landscape setting and history of the area, topography and wider context, within which it is located, as well as the local streetscape and local building materials.

9.4.16 All development proposals should also have regard to the design principles and guidance set out within all relevant Policies set out in this Plan.

Policy Text

Policy 24: High Quality Design and High-Quality Materials (Non-Strategic)

1. The Council will require the highest standards of inclusive design and use of the highest quality materials for all new development, including major refurbishment. All development, including extensions and alterations to existing buildings, must deliver sustainable development of the highest quality that contributes positively to local character, landscape and townscape, and supports diversity, equality and access for all. Proposals considered to be of poor design and / or materials will be refused.
2. High quality and attractive design must be at the centre of every development proposal, and this will be required to be demonstrated through evidence supporting planning applications to a degree proportionate to the proposal.
3. All new development proposals must incorporate the ten characteristics of well-designed places, as set out in the National Design Guide as the starting point and throughout Pre-Application and Full Application discussions.
4. Applicants should also refer to the Council's Design Code (latest edition) for further guidance on what the expectations are for achieving high quality design as part of new developments coming forward in the Borough, and, as part of cross-boundary sites.
5. All development proposals will be assessed against, and must meet the following relevant criteria:

I. Context: enhances the surroundings

- a) Be based on a sound understanding of the local and wider context, integrating into the surroundings and responding to local landscape character, history, culture and heritage;
- b) Relate well to the site and existing local characteristics, including the retention of existing natural and historic features wherever possible and including appropriate landscape and boundary treatments to ensure that the development can be satisfactorily assimilated into the surrounding area;
- c) Protect any important local views into, out of or through the site;
- d) Embrace and create attractive places through preservation and enhancement of the natural landform, geography and topography, seeking opportunity to deliver green and blue linkages to interconnect existing and new communities;

II. Identity: attractive, characterful and distinctive

- a) Contribute positively to the sense of place, reflecting and enhancing (not just repeating) existing valued character and distinctiveness;
- b) Reflect and improve on the original architectural style of the local surroundings, or embrace opportunities for innovative design and new technologies which sympathetically complement or contrast with the local architectural style;
- c) Use appropriate, high-quality materials (both externally and internally) which reinforce or enhance local valued character and distinctiveness;
- d) Create well considered buildings, streets and places, using height, scale, massing and relationships between buildings and the surrounding landscape features, setting and backdrop;

- e) Integrate green infrastructure and public spaces that separate the carriageway and the pavement, to create safe and attractive routes with age-friendly street furniture, planting to stimulate all of the senses, and buildings or structures that consider layout and grain of the new community to create a memorable sense of place;
- f) Not result in the visual or physical coalescence with any neighbouring building, or settlement, nor result in ribbon development;

III. Built Form: a coherent pattern of development

- a) Make effective and efficient use of land that contributes to the achievement of compact, walkable and wheelable neighbourhoods;
- b) Be appropriate for its context and its future use in terms of its building type, street layout, development block type and size, siting, height, scale, massing, form, rhythm, plot widths, gaps between buildings, and the plot to site size ratio of developed to undeveloped space both within a plot and within a wider scheme;
- c) Achieve a density not only appropriate for its context but also taking into account its accessibility to enable people to move around an area and reach places and facilities, including older and disabled people, those with young children, as well as those walking and wheeling from local facilities whilst carrying luggage and shopping;
- d) Have a layout and form that delivers efficient and adaptable homes in accordance with all other relevant Policy and Guidance;
- e) Have a street layout that allows for the effective and efficient collection of refuse and recycling.

IV. Movement: accessible and easy to move around

- a) Form part of a well-designed and connected travel network with consideration for all modes of transport offering genuine choices for non-car travel and prioritising active travel and where relevant demonstrate this through evidence clearly showing connectivity for all modes and a hierarchy of routes;
- b) Maximise pedestrian and cycle permeability and avoid barriers to movement through careful consideration of street layouts and access routes both within the site and in the wider context contributing to the delivery of walkable, wheelable and cyclable neighbourhoods;
- c) Ensure areas are accessible, well-lit, safe and legible for all; creating open routes that utilise low-level planting schemes and barriers that enable natural surveillance and avoid enclosed and frightening routes;
- d) Deliver well-considered and usable parking and access solutions and layouts, including suitable electric vehicle charging points, with appropriate landscaping provided in accordance with the parking standards set out in the Leicestershire Highways Design Guide (latest edition);
- e) Enable suitable access solutions for servicing and utilities;

V. Nature: enhanced and optimised

- a) Incorporate and retain as far as possible existing natural features including hedgerows, trees, and waterbodies particularly where these features offer a valuable habitat to support biodiversity, as well as contribute to landscape character and amenity, aligned with relevant Policies and Guidance;
- b) Incorporate appropriate landscape and boundary treatments to ensure that the development can be satisfactorily assimilated into the surrounding area, maximising opportunities to deliver diverse ecosystems and biodiverse habitats, strengthening wildlife corridors and green infrastructure networks, and helping to achieve wider goals for biodiversity net gain, climate change mitigation and adaptation and water management;
- c) Integrate a network of multifunctional green and blue space capable of delivering a wide range of environmental and quality of life benefits, as well as to deliver features that are designed to reduce flood risk, which are built to receive surface water run-off, such as constructed wetlands, permeable surfaces, retention ponds, green roofs and swales;

VI. Public Spaces: safe, social and inclusive

- a) Ensure public spaces are accessible to all, are safe and secure, and, will be easy to maintain with clear definition of public and private spaces in locations that are easy to access, with activities for all to enjoy, such as play, food production, recreation and sport, so as to encourage physical activity and promote health, well-being and social inclusion;
- b) Form part of a hierarchy of spaces where relevant to offer a range of spaces available for the community and to support a variety of activities and encourage communities to come together;
- c) Be carefully planned and integrated into the wider community to ensure public spaces feel safe and benefit from natural surveillance, being flanked by active uses and by promoting activity within the space;
- d) Maximise opportunities for delivering additional trees (specifically lining streets) and biodiversity gains through the creation of new habitats and the strengthening or extending wildlife corridors and the green infrastructure network in accordance with relevant Policies and Guidance;

VII. Uses: mixed and integrated

- a) Create or contribute to a variety of complementary uses that meet the needs of the community;
- b) Be compatible with neighbouring land uses and not result in likely conflict with existing uses unless it can be satisfactorily demonstrated that both the ongoing use of the neighbouring site will not be compromised, and that the amenity of occupiers of the new development will be satisfactory with the ongoing normal use of the neighbouring site;
- c) Not result in adverse noise, vibration or other disturbance, taking into account surrounding uses nor result in adverse impacts upon air quality from odour,

fumes, smoke, dust and other sources;

- d) Integrate communities through delivering well-designed places with a variety of home types and tenure-neutral solutions where there is no segregation or difference in quality between tenures by siting, accessibility, environmental conditions, external facade or materials;
- e) Recognise and provide homes that deliver solutions for an increasingly aging population by designing age-friendly developments that seek to meet the needs of older people through building homes that are accessible and adaptable, including retirement villages, care homes, extra-care housing, sheltered housing, independent living and age-restricted general market housing;

VIII. Homes and Buildings: Functional, healthy and sustainable

- a) Provide homes with high quality external and internal environments with adequate space for users and good access to private, shared or public spaces;
- b) Be adaptable and resilient to climate change;
- c) Be capable of adapting to changing needs of future occupants and be cost effective to run;
- d) Not result in harm to people's amenity either within the proposed development or neighbouring it through overlooking, overshadowing, loss of light or increase in artificial light or glare;
- e) Provide adequate storage, waste storage, servicing and utilities for the use proposed, both internally and externally;
- f) Conveniently positioned and sensitively integrated safe cycle storage solutions in public spaces and buildings;

IX. Resources: efficient and resilient

- a) Minimise the need for resources both in construction and operation of buildings and spaces being easily adaptable to avoid unnecessary waste;
- b) Use high quality materials which are not only suitable for the context but that are durable and resilient to impacts of climate change;
- c) Build fit for purpose and adaptable places that will remain resilient and able to embrace technological evolution through responding to evolving Policy and Guidance seeking to minimise environmental impact;

X. Lifespan: made to last

- a) Use high quality materials which are durable and ensure buildings and spaces are adaptive;
- b) Create attractive public spaces for the present and future generations through integrating well-designed places that are robust, durable and easy to look after,

with maintenance responsibilities that are clearly defined for all parts of a development and appropriate funding and/or delivery agreements in place to ensure that such responsibilities are fulfilled in practice; and,

- c) Encourage the creation of a sense of ownership for users and the wider community with a clear strategy for ongoing management and stewardship.
6. Compliance with the above criteria will need to be expressed through submission of a Design and Access Statement.

Ensuring Approved Plans are Delivered

7. To ensure that the quality of approved development is not materially diminished between permission and completion, where appropriate, the Council will resist subsequent planning applications that would impact negatively on the design and quality of the originally considered and approved scheme.

Policy 25: Landscape and Character (Non-Strategic)

What this Policy will do

- 9.10.1 This Policy seeks to ensure that all new development conserves and enhances the distinctive landscapes in the Borough. All new development needs to reflect the prevailing quality, character and features such as settlement patterns, important views, open spaces and significant natural habitats.

Relevant Spatial Objectives

- Spatial Objective 2: Wigston town centre
- Spatial Objective 3: Oadby district centre
- Spatial Objective 4: South Wigston centre
- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 10: Climate Change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 13: Enhancing local heritage
- Spatial Objective 14: Green Wedges and the Countryside
- Spatial Objective 15: Kilby Bridge regeneration

Supporting Text

- 9.11.2 It is important to recognise and to protect the Borough's most distinctive and attractive landscapes. The Borough contains ten Conservation Areas, as well as a number of nationally and locally listed buildings and important urban and rural character areas.
- 9.11.3 The Council's latest Conservation Area Appraisals, Landscape Character Assessment and the Design Code will be used to ensure that development proposals are sympathetic to townscape and landscape character, and contribute towards the regeneration, restoration, maintenance and conservation of the areas affected.
- 9.11.4 These documents, along with any other relevant Management Plans, Development Briefs and Supplementary Planning Documents support the Council in preserving and enhancing all areas with distinctive landscape character in the Borough.
- 9.11.5 Development proposals should always be supported by evidence setting out how any impacts of the proposed development will be managed and mitigated.
- 9.11.6 The Borough's Landscape Character Assessment identifies that the Borough is made up of a series of urban and rural character areas. Each area is significant for its own unique blend of character and the Council will seek to ensure that wherever possible, development proposals retain and / or enhance the surrounding quality. For example, Oadby Arboretum Urban Landscape Character Area is locally significant and valued due to its distinctive character of having large plot sizes and attractive, leafy, suburbs.

Policy Text

Policy 25: Landscape and Character (Non-Strategic)

1. All development proposals within the Borough will be determined against the need to conserve and enhance the distinctive landscapes in the Borough. The Council will ensure that all development proposals reflect the prevailing quality, character and features such as settlement patterns, important views, open spaces and significant natural habitats.
2. Development will only be permitted where it is in keeping with the area in which it is situated or has a positive contribution towards and / or enhances local distinctiveness. Development proposals that are contrary to the policy guidance as set out within the latest versions of the Council's Landscape Character Assessment, the Design Code, the Conservation Areas Supplementary Planning Document and / or the Conservation Area Appraisals will not be approved unless the development provides a positive contribution towards the area in which it is situated, either through attractive and high quality design and architecture or significant public benefit.
3. Development proposals that have an adverse impact on local character, nationally designated areas or features of landscape and cultural significance will not be permitted.

Policy 26: Culture and Historic Environment Assets (Non-Strategic)

What this Policy will do

9.12.1 Historic and cultural assets are finite resources that should be at least protected if not enhanced. This Policy ensures that new development contributes to people's appreciation of the cultural and historic environment by preventing its loss or damage or by ensuring new development showcases the asset.

Relevant Spatial Objectives

- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 13: Enhancing local heritage

Supporting Text

9.13.2 The NPPF states that heritage assets should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.

9.13.3 Significance is defined as an asset's heritage interest, whether archaeological, architectural, artistic or historic, and may be derived from both the asset and its setting. All heritage assets, whether designated or not, are material considerations in the planning process.

9.13.4 For designated heritage assets and other archaeological assets of national importance, great weight should be given to their conservation - the more important the asset, the greater the weight should be.

9.13.5 For non-designated heritage assets (and archaeological assets that are not of national importance) a balanced judgement is required that has regard to the scale of the harm/loss posed by the development and the significance of the heritage asset.

9.13.6 Combined with the NPPF, the Council will take all relevant guidance and legislation into account when considering applications that might impact on heritage assets. Historic England also publishes an extensive range of expert information and guidance on topics from 'Conservation Principles' to 'Energy Efficiency and Historic Buildings'.

9.13.7 The Council will have regard to Historic England's publications and will expect developers to make good use of the information and guidance as appropriate.

9.13.8 It is also important that existing nationally and locally listed buildings and buildings in Conservation Areas are not allowed to deteriorate; the Council can request improvements to be made to remedy sub-optimal conditions (for example, to repair render and renew external paintwork), and use a variety of methods to enforce positive change if such a request is not complied with.

9.13.9 In addition to views to and from designated heritage assets, important views that contribute to the setting of heritage assets include landscape and townscape

relationships. Where views are demonstrably important to the setting, development proposals should respect and protect what makes the view special. Evidence on Landscape and Environmental Information will be relevant to this analysis.

- 9.13.10 Much of the evidence base for the historic environment, which is used to inform and appraise development proposals, is held by the County Council. Existing evidence can also be used to predict whether currently unidentified archaeological heritage assets might be discovered in the future. Leicestershire County Council, who are responsible for archaeology, provide guidance on when a Historic Environment Record search is considered appropriate.
- 9.13.12 The Borough Council will work closely with the County Council to promote understanding of the archaeological environment, ensure appropriate investigation, and require measures to mitigate the potentially damaging effects of development.

Policy Text

Policy 26: Culture and Historic Environment Assets (Non-Strategic)

1. The Borough's unique cultural identity, as well as its significant heritage and historic character will be enhanced through the identification and protection of designated and non-designated heritage assets.
2. The Council will:
 - a) Identify, conserve and enhance local heritage assets;
 - b) Take a proactive approach to the protection, promotion and interpretation of archaeological remains;
 - c) Support the conservation and appreciation of key characteristics of the wider townscape and landscape; and,
 - d) Take a positive strategy towards assets that are considered at risk.
3. The Borough's heritage assets include (but is not limited to):
 - a) Conservation Areas;
 - b) Nationally and locally listed buildings and significant monuments;
 - c) Non-designated heritage assets;
 - d) The character of the historic cores in the Borough;
 - e) Landscape features, including ancient woodlands and veteran trees;
 - f) Field patterns;
 - g) Watercourses;
 - h) Drainage ditches and hedgerows of visual, historic or nature conservation value;

- i) Archaeological sites and remains; and,
 - j) Historic parks and gardens.
4. All development proposals must safeguard, conserve or enhance both designated and non-designated heritage assets and their settings, as well as the character and setting of areas of acknowledged significance.
5. Where development is likely to have a significant adverse impact on designated heritage assets and their settings and / or non-designated heritage assets and their settings, and / or other historic / heritage character areas and cannot be avoided or they cannot be preserved in situ, the development will not be permitted, unless there are substantial public benefits, which outweigh that harm or loss.

Policy 27: Development in Conservation Areas (Non-Strategic)

What this Policy will do

- 9.14.1 This Policy will ensure that new development contributes to the setting of the Conservation Area it is located within to ensure the features that led to its designation as a Conservation Area are protected and / or enhanced in the future.

Relevant Spatial Objectives

- Objective 11: High quality and sustainable design
- Objective 13: Enhancing local heritage

Supporting Text

- 9.15.2 Conservation Areas are defined as areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Relevant legislation can be found in the Planning (Listed Buildings and Conservation Areas) Act 1990. It is this Act that affords Conservation Areas statutory protection.
- 9.15.3 Conservation Areas exist to assist the conservation and enhancement of areas of particular architectural or historic interest. Legislation requires that special attention is paid to this objective in exercising planning control and, therefore, the Borough Council has prepared Conservation Area Appraisals and management plans for all of its designated Conservation Areas. The character of Conservation Areas is often the product of various elements such as the mixture and style of buildings, the extent and form of open spaces and other natural elements such as trees and hedges.
- 9.15.4 The demolition of buildings within Conservation Areas can have damaging impacts, by removing structures that contribute to their special character or by leaving unsightly gaps in the built-up area. Hence, as with listed buildings, it is appropriate to employ a presumption in favour of retention.
- 9.15.5 Where a building, structure, or space makes little or no contribution to the street scene within a Conservation Area and adversely affects the setting of the Conservation Area, demolition or redevelopment may be considered appropriate where detailed plans for the site's regeneration are able to demonstrate that the proposed scheme will conserve, protect and enhance the character of the area.
- 9.15.6 The ten designated Conservation Areas in the Borough are listed below and are shown on the Council's Adopted Policies Map:
- All Saints Conservation Area, Wigston
 - London Road and Saint Peters Church Conservation Area, Oadby
 - Midland Cottages Conservation Area, South Wigston
 - North Memorial Homes and Framework Knitters Conservation Area, Oadby
 - Oadby Court Conservation Area, Oadby
 - Oadby Hill Top and Meadowcourt Conservation Area, Oadby
 - South Wigston Conservation Area, South Wigston

- Spa Lane Conservation Area, Wigston
- The Lanes Conservation Area, Wigston
- The Grand Union Canal Conservation Area (designated by Leicestershire County Council)

9.15.7 The Council's Conservation Areas Supplementary Planning Document (latest edition) contains further information in relation to the Borough's nine Conservation Areas. In addition to this, the Grand Union Canal Conservation Area runs along the route of the Canal from east to west in the south of the Borough. This Conservation Area is County Council designated, therefore any development proposals affecting the area would need to take account of the relevant policies and guidance that Leicestershire County Council produce.

Policy Text

Policy 27: Development in Conservation Areas (Non-Strategic)

1. The Council will permit development proposals or change within designated Conservation Areas provided that it at least conserves and preserves, if not enhances both the special built and natural character and prevailing appearance and quality of the area.
2. Proposed development or change will be supported where:
 - a) Development or change will not prejudice the special features of the Conservation Area, including historic settlement patterns, relationships between buildings, the arrangement of open areas and their enclosure, or significant natural or heritage features;
 - b) The detailed design of proposed buildings, including height, density, mass, layout, proportions, or materials at least respects, if not enhances the special character of an area;
 - c) Development or change will not prejudice the setting and surroundings of a Conservation Area or spoil the inward or outward views; and,
 - d) Development or change will not prejudice the local distinctiveness, appearance, verdancy or the ambience of the Conservation Area.
3. In order to determine the impact of proposed development or change within Conservation Areas, the Council will require the submission of full detailed plans and will not grant outline planning permission, unless the outline submission contains robust supporting information by which the full impact of the proposed development on the character and appearance of the Conservation Area can be established.
4. On all major development proposals or large scale change, as defined within the latest National Planning Policy Framework, and or relevant national legislation, within Conservation Areas, detailed design codes and design statements must be submitted, in accordance with the respective Conservation Area Appraisals, to fully demonstrate the impacts that the proposed scheme will have.

Demolition in a Conservation Area

5. Within Conservation Areas, permission for development involving any form of demolition will not be granted unless it can be robustly demonstrated that:
 - a) The structure to be demolished makes no material contribution to the special character or appearance of the Conservation Area; and,
 - b) The structure to be demolished is wholly beyond repair or incapable of beneficial use; and,
 - c) The removal of the structure and its subsequent replacement would lead to the enhancement of the Conservation Area.

Policy 28: Sustainable Design and Construction (Non-Strategic)

What this Policy will do

9.16.1 This Policy seeks to maximise the sustainability of buildings, whilst reducing the waste that buildings produce, both during construction and through on-going use.

Relevant Spatial Objectives

- Spatial Objective 10: Climate Change
- Spatial Objective 11: High quality and sustainable design

Supporting Text

9.17.1 Sustainable design and construction will demonstrate how the principles of climate change mitigation and adaptation have been embedded within the development proposal. This includes identifying and pursuing opportunities to minimise whole life cycle carbon emissions.

9.17.2 Developments will make use of sustainable resources and reduce their impact upon climate change by meeting high standards of sustainable construction and design including via layout, building orientation, massing and landscaping.

9.17.3 Development will be designed, constructed, and maintained to minimise operational energy use and carbon emissions, while also preventing overheating. Energy use will be demonstrated through passive measures including building form, orientation and fabric, energy efficiency using mechanical and electrical systems and maximising renewable energy.

9.17.4 Retrofitting of existing homes and buildings will prioritise measures to reduce energy consumption followed by maximising renewable energy in accordance with the energy hierarchy, in a manner consistent with their heritage context.

9.17.5 Development often results in the production of a significant quantity of waste during demolition, construction and for the duration of its use. Developers should reduce the construction waste arising from new development and re-use and recycle as much material as possible, following the waste hierarchy.

Policy Text

Policy 28: Sustainable Design and Construction (Non-Strategic)

1. Development will where possible exceed and as a minimum achieve national climate change standards relating to energy use in place at the time of the proposed development. This includes Building Regulations, the Future Homes and Buildings Standard. Local projects and initiatives which contribute to net zero aspirations and targets will be supported subject to the other policies of this Local Plan.
2. Development must demonstrate how carbon emissions have been addressed and minimised including through materials sourcing, development design and layout, the

- energy hierarchy, water cycle, waste hierarchy and waste management solutions (during and post-construction).
3. Development will make appropriate provision for waste collection and recycling and encouraging the use of locally sourced, reclaimed, recycled or low environmental impact products in design and construction and provide facilities for effective waste management in the operation of development.
 4. Development must minimise or re-use waste generated during the construction phase. This should be done by using materials and construction techniques that generate the least waste and minimise emissions. Waste should be treated as a resource to be re-used, recycled or recovered, and should only be disposed of when all other options have been exhausted.
 5. On-site management of waste will be preferred, unless the activities would result in unacceptable harm through impacts on the environment, transport or on neighbouring uses, or that management elsewhere would have wider sustainability benefits.

Commercial

6. Major non-domestic development proposals must meet the Building Research Establishment's Environmental Assessment Method (BREEAM) very good standard for new construction projects, using the most up-to-date new construction version of BREEAM, where technically and financially feasible. Where assessment methods are changed or superseded, the appropriate replacement standards will be used.

Policy 29: Phone Masts (Non-Strategic)

What this Policy will do

- 9.18.1 This Policy ensures that there will be an appropriate balance struck between recognising that modern society functions with wireless technology which requires infrastructure to function and ensuring the environment does not become cluttered with masts.

Relevant Spatial Objectives

- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 13: Enhancing local heritage

Supporting Text

9.19.1 The Council is supportive of modern telecommunications systems and the vital part that they play in everyday life and that they can bring significant economic and social benefits. But it is essential that the infrastructure required to support these systems is delivered sensitively, keeping the impact on the environment and local character to a minimum.

9.19.2 Communication technology is ever growing and evolving and consequently there is an increasing demand from operators for the provision of telecommunications infrastructure such as satellite dishes, radio antennae, masts, switching and base stations. The need for these forms of infrastructure must be balanced against the potential adverse effects it may have on the quality of the environment of the Borough, whether it be residential suburbs, open spaces or in sensitive areas such as conservation areas.

Policy Text

Policy 29: Phone Masts (Non-Strategic)

1. The Council will grant planning permission for masts and other telecommunication apparatus development that is designed sensitively so as to minimize the visual impact and use is made of existing or new screening, such as trees, fences or buildings, and that it has been robustly demonstrated that:
 - a) It is not possible to share existing facilities;
 - b) It is not possible to use existing buildings or structures;
 - c) It is not possible to locate the required infrastructure in a less sensitive or obtrusive location.
2. Applicants will also need to submit i) evidence that the proposal is the least environmentally harmful option; ii) a statement that self-certifies that the cumulative exposure will not exceed the guidelines of the International Commission on Non-Ionising Radiation Protection (ICNIRP).

10. Natural Environment

Policy 30: Green and Blue Infrastructure (Strategic)

What this Policy will do

10.1.1 This Policy seeks to maintain, preserve, enhance and extend the green and blue infrastructure assets of the Borough area, as well as the Borough's green infrastructure network. This Policy also seeks to maintain and enhance public access and appropriate use of such areas and / or spaces.

Relevant Spatial Objectives

- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 10: Climate Change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 14: Green Wedges and the Countryside

Supporting Text

10.2.1 Green and Blue Infrastructure (GBI) can be defined as a strategically planned and delivered network of multi-functional, green and blue (water) spaces and other natural features, and the connections between them, in both urban and rural areas, which is capable of delivering a range of environmental, economic, health and quality of life benefits for local communities. Land Use Consultants developed a Green and Blue Infrastructure Strategy (2024) on behalf of the Council that has influenced the natural environment policies.

10.2.2 The green infrastructure network may comprise of spaces in public or private ownership, with or without public access.

10.2.3 The Council's aim is to preserve and enhance the existing network of assets, as well as create new areas and spaces that will further contribute towards the overall network of GBI throughout the Borough and beyond.

10.2.4 GBI is fundamental in achieving successful place-making through the range of multi-faceted benefits that well-designed and integrated green infrastructure can bring to an area. In the Borough the GBI network will be planned, designed, and managed to:

- promote healthier living and supporting people's physical and mental health and social wellbeing;
- reduce health inequalities and meet the needs of families and an ageing population;
- lessen the impacts of climate change and store carbon through improving air and water quality;
- reduce and manage flood risk and drought through managing water run-off and providing sustainable urban drainage solutions;
- encourage active and more sustainable travel options through walking, cycling, and other recreational and sensory experiences;

- provide continued, new, and enhanced links to the countryside; and
 - protect and enhance existing biodiversity, creating new areas for biodiversity and biodiversity net gain, and reversing the fragmentation of habitats by restoring the connectivity between them and improving ecological resilience.
- 10.2.5 Throughout the Borough there is a network of existing areas of strategic GBI falling into various categories which are important to the character of both the urban and rural areas; and provide valuable spaces for formal and informal recreational activities in our communities.
- 10.2.6 These strategic areas include the countryside around the urban areas, the green wedges, river corridors (and their riparian habitats), canals (and their riparian habitats) and railway lines.
- 10.2.7 Current provision of more local GBI within the Borough includes (but not limited to) formal and informal open spaces, local green spaces, cemeteries, sports fields, golf courses, Leicester Racecourse, local wildlife sites, local nature reserves, country parks, veteran trees, woodland and spinneys, important hedgerows, ponds, rivers, canals, streams and watercourses, ditches, sustainable urban drainage systems and allotment sites.
- 10.2.8 The Government's 25 Year Environment Plan (2018) highlights that *'the provision of more and better-quality green infrastructure, including urban trees, will make towns and cities attractive places to live and work, and bring about key long-term improvements in people's health'*.
- 10.2.9 The Green Infrastructure Framework (GIF) incorporating a series of principles and standards, including the five benefit principles, that was launched by Natural England in January 2023 will help to target the creation and/or improvement of GBI across the Borough, as well as throughout England. The Natural England Framework complements Biodiversity Net Gain (BNG) and Nature Recovery Strategies which both form part of the Environment Act (2021).
- 10.2.10 Green infrastructure principles should be considered and incorporated into a scheme from the earliest stages of the design process, at every scale (from a single building to a new settlement), and be capable of delivering a wide range of environmental, health and quality of life benefits for local communities. Developers should appraise the site context for green infrastructure functions and take opportunities to achieve multi-functionality by bringing green infrastructure functions together.
- 10.2.11 Building with Nature Standards Framework or Natural England's Green Infrastructure Framework provides a useful guide for considering green infrastructure.
- 10.2.12 GBI has a vital role in promoting healthy and safe communities that can improve the wellbeing of a neighbourhood with opportunities for recreation, exercise, social interaction, experiencing and caring for nature, community food-growing and gardening, all of which can bring mental and physical health benefits. GBI can help to reduce health inequalities in areas of socio-economic deprivation and meet the needs of families and an ageing population.
- 10.2.13 The Policy makes clear the Borough Council's commitment for strengthening both local and strategic GBI across the Borough for the benefit of both the natural environment and the health and wellbeing of the community. New GBI provision

will add to the integrity of the wider network of the Borough and those of neighbouring authorities.

Policy Text

Policy 30: Green and Blue Infrastructure (Strategic)

1. The Council will protect green and blue spaces, from inappropriate development, and enhance all existing and new green and blue infrastructure in recognition of their multi-functional and integral role in strengthening the local and strategic networks throughout the Borough.
2. Proposals that cause loss of or harm to any part of the green and blue infrastructure network will not be supported unless the need for and benefits of the development demonstrably outweigh any adverse impacts. Where adverse impacts on green and blue infrastructure are unavoidable, development will only be supported if suitable mitigation measures for the network are provided.
3. New development must protect, conserve, enhance and deliver green and blue infrastructure across the Borough, incorporating on-site environmental net-gain based upon up-to-date evidence and information about how to maximise multi-functional benefits of ecologically rich public and private spaces. New development proposals should adopt an approach that is environment and landscape-led, so as to maximise the beneficial provision of green and blue infrastructure for nature, people and place.
4. All development proposals should ensure that existing and new green and blue infrastructure is considered and integrated into the scheme design from the outset. Where new green and blue infrastructure is proposed, the design and layout should take opportunities to:
 - a) Incorporate a range of types and sizes of green and blue spaces, green routes and environmental features that are appropriate to the development and the wider green and blue infrastructure network to maximise the delivery of multi-functionality;
 - b) Deliver biodiversity net gain and support ecosystem services;
 - c) Relate to the latest Local Nature Recovery Strategy for Leicestershire;
 - d) Respond to landscape/townscape and historic character;
 - e) Link fragmented parts of the existing network;
 - f) Support climate change adaptation and resilience including through use of appropriate habitats and species;
 - g) Incorporate functional green space, such as SuDS and flood storage areas;
 - h) Create green and blue spaces and planting within development to provide shade, cooling and wind interception and an insulation role in winter; and,
 - i) Encourage healthy and active lifestyles through connectivity between green infrastructure assets, including public rights of way, bridleways, cycleways and

waterways, and take opportunities to improve and expand such features.

5. Major developments, as defined within the latest National Planning Policy Framework, and or relevant national legislation, should demonstrate how they are meeting the requirements of this Policy in their submitted Sustainability Statements, Health Impact Assessments, and, will also be encouraged to achieve the Building with Nature Standards Full Award.
6. Arrangements and funding for the management and maintenance of green and blue infrastructure over the long term should be identified and implemented. Where appropriate, the Council will seek to secure this via planning obligations, in accordance with the Council's latest Developer Contributions Supplementary Planning Document.

Policy 31: Protecting Biodiversity and Geodiversity (Strategic)

What this Policy needs to do

10.3.1 This Policy seeks to protect, conserve, enhance and increase all important biodiversity and geodiversity in the Borough area, and seek net gains where it is possible and appropriate to do so. Consideration of the strategic Nature Recovery Network and the Local Nature Recovery Strategy will be encouraged for all forms of new development.

Relevant Spatial Objectives

- Spatial Objective 9: Enabling Health Choices
- Spatial Strategy 10: Climate Change
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 14: Green Wedges and the Countryside

Supporting Text

10.4.1 The policy aims to prevent harm to protected habitats and species, and sites of geological importance, from direct impacts such as land take, loss of connectivity, and from indirect impacts such as recreational impacts, changes to a watercourse or air pollution and the potential combination of such impacts.

10.4.2 National planning policy sets out the need for planning applications to apply the avoid, mitigate, compensate conservation hierarchy, as well as requiring local plans to distinguish between the hierarchy of international, national, and locally designated sites and the protection afforded to them.

Designated sites

10.4.3 The Borough has a number of nationally and locally designated sites including Regionally Important Geological Sites (RIGS), Sites of Special Scientific Interest (SSSI) and other valuable wildlife sites. These areas are invaluable to the Borough and will be protected from development. Any development proposals that have a negative impact on important areas or result in significant habitat loss within the Borough will not be supported.

10.4.4 If a development proposal has a less significant impact that can be mitigated through appropriate mitigation measures, for example habitat re-creation, the proposal may be supported, but only after discussions between the applicant, the Council, the County Council, the Woodland Trust, the Environment Agency, and Natural England.

10.4.5 Local Wildlife Sites (LWS), Candidate Local Wildlife Sites (cLWS) and Potential Local Wildlife Sites (pLWS) are non-statutory designated sites that occur within the Borough which have been designated due to the significance of the species and habitats present.

Non-designated sites and habitats

- 10.4.6 Much of the biodiversity in the Borough exists on undesignated sites or non-priority habitats. However, the biodiversity value of these sites is still high and they need protecting from inappropriate development. Development proposals on such sites will be appropriately considered and decisions will be commensurate with their relative ecological status.
- 10.4.7 A number of legally protected species and their habitats occur throughout the Borough. Where there is a reasonable likelihood that protected species, or the habitats upon which they depend, may be affected by a development proposal, survey information must be submitted that shows the presence (or otherwise) and extent of the species or habitat that may be impacted. In all cases, any negative impacts to protected and priority habitats and species should be avoided.
- 10.4.8 All proposals for new development will need to comply with the recommendations as set out in the Council's Extended UK Habitat Classification Survey, Biodiversity Net Gain Baseline and Local Wildlife Site Assessment, as well as the relevant national policies and those set out in this Plan. Policy guidance set out within the Landscape Character Assessment and Design Code will also need to be taken account of within any development proposal, as there will be important landscape features noted within the document that will need conserving and enhancing.

Policy Text

Policy 31: Protecting Biodiversity and Geodiversity (Strategic)

1. All development proposals must ensure the protection, conservation, and enhancement of biodiversity valued features and habitats including water quality, ponds, wetland, species-rich grassland, hedgerows, trees and woodland.

Mitigation Hierarchy

2. If harm cannot be avoided (e.g. by locating development on an alternative site with less harmful impacts or through innovative design), then such harm must be mitigated on-site. Where it cannot be mitigated on-site, then as a last resort such harm must be compensated for. Where it cannot be compensated for, planning permission will not be granted.

Internationally and Nationally designated sites

3. Development likely to have an adverse impact on an internationally designated site will be subject to assessment under Habitats Regulations and will not be permitted unless adverse effects can be fully avoided, mitigated and /or compensated.
4. Development likely to have an adverse impact on a nationally designated site will only be permitted where it can be robustly demonstrated that the on-site benefits clearly outweigh the negative impacts on the site. In such cases, the Mitigation Hierarchy will apply.

Irreplaceable habitats

5. Development that results in the loss or deterioration of an irreplaceable habitat (such as ancient woodland, ancient or veteran trees, and ancient hedgerows) will not be supported, unless in exceptional cases where the public benefit would clearly outweigh

the loss or deterioration of the habitat and where:

- a) The need and benefits of the development in that location clearly outweigh the loss; and,
- b) It has been robustly demonstrated that the irreplaceable habitat cannot be retained within the proposed scheme; and
- c) Appropriate compensation measures are provided on site (off site where this is proven not feasible). The scale and quality of the compensation measures required will be commensurate to the loss or deterioration of the irreplaceable habitat, including long term management and maintenance plans details of maintenance and management arrangements for at least 10 years.

Local sites and Species and Habitats of Principal Importance

6. New development that has an adverse impact on Local Nature Reserves or Local Sites (including sites that meet the Leicester, Leicestershire, and Rutland criteria for designation as a Local Wildlife Site), will not be permitted unless the harm can be mitigated by appropriate measures. In such cases, the Mitigation Hierarchy will apply.
7. New development which harms, directly or indirectly, species which are legally protected, or species and habitats that have been identified as Species or Habitats of Principal Importance in England (also known as Section 41 or 'Priority' species and habitats) will not be permitted unless the harm can be avoided or mitigated by appropriate measures. In such cases, the Mitigation Hierarchy will apply.

Calculate biodiversity value using the biodiversity metric

8. In line with national legislation, all new development should make provision for net biodiversity gain on site, or where it can be robustly demonstrated after following the mitigation hierarchy that this is not practicable, off-site provision will be considered.
9. Management for a minimum of 30 years in accordance with a maintenance scheme will be sought to manage the biodiversity assets in the long term.
10. Major developments, as defined within the latest National Planning Policy Framework, and or relevant national legislation, must include measures to deliver biodiversity gains through opportunities to:
 - a) restore and enhance existing features on site;
 - b) create additional habitats and ecological networks; and
 - c) link existing habitats to create links between ecological networks and where possible, with adjoining features.
11. Biodiversity net gain is not applied to irreplaceable habitats or other statutory designated sites and should be additional to any habitat creation required to mitigate or compensate for impacts. Biodiversity net gain can be delivered where there are no losses through development.

Planning conditions or obligations

12. Where appropriate, the Council will use planning conditions or obligations to provide appropriate enhancement and site management measures, and where impacts are unavoidable, mitigation or compensatory measures. Proportionate monitoring fees will be required from the applicant to cover all costs incurred by the Council over the lifetime of all relevant obligations, for example, for the monitoring of schemes on-site or off-site over the 30-year lifetime of those obligations.

Policy 32: Local Green Space (Non-Strategic)

What this Policy will do

10.5.1 This Policy ensures the protection of Local Green Space designation and outlines the approach to proposals for new designations of Local Green Space in the Borough.

Relevant Spatial Objectives

- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 13: Enhancing local heritage

Supporting Text

10.6.1 The NPPF introduced the Local Green Space (LGS) designation. The LGS designation is a way to provide special protection against development for green open areas of particular importance to local communities.

10.6.2 The NPPF suggests that local communities should be given the opportunity to identify green areas of particular importance to them through local and neighbourhood plans. It also suggests that the designation would have a high degree of protection from new development due to its local importance. Importantly, national planning policy makes it clear that this designation should be consistent with wider planning policy for the area and should complement investment in the provision of new homes, employment opportunities and other essential services.

10.6.3 The NPPF specifies that LGS designation will not be appropriate for most green areas or open space. Further, the designation should only be used in the following circumstances:

- Where the green space area is in reasonably close proximity to the community it serves;
- Where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- Where the green area concerned is local in character and is not an extensive tract of land.

10.6.4 Whilst the NPPF establishes the concept of LGS designation and provides some guiding principles, it leaves it to local authorities, in partnership with local communities to determine which areas are designated as Local Green Space. The Council will ensure that its approach is consistent with NPPF policy and guidance relating to Green Belt, when considering planning applications in or adjoining LGS.

10.6.5 All areas designated as Local Green Space are identified on the Adopted Policies Map.

10.6.6 For the purposes of this Plan, the Council has prepared and published a Local Green Spaces Assessment (2024).

Policy Text

Policy 32: Local Green Space (Non-Strategic)

1. In areas designated as Local Green Space, new development that would cause harm to the local significance of the Local Green Space will not be permitted except in very special circumstances. Very special circumstances will not exist unless it can be demonstrated that the harm to the local significance of the Local Green Space is clearly outweighed by other considerations.
2. Proposals put forward to the Council for Local Green Space designation will be assessed against the criteria set out within National planning policy.

Policy 33: Green Wedges (Strategic)

What this Policy will do

10.7.1 This Policy ensures the protection of areas of open land to provide a ‘Green Lung’ for the Borough and influence development while maintaining appropriate distance between settlements within the Borough boundary and outside within surrounding administrative boundaries.

Relevant Spatial Objectives

- Spatial Objective 9: Enabling Health Choices
- Spatial Objective 10: Climate Change
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 14: Green Wedges and the Countryside

Supporting Text

- 10.8.1 The purpose of the Green Wedges situated within the Borough is to protect important areas of open land which influence development form and have a positive effect on people’s health and wellbeing. The Green Wedge policy seeks to retain and where possible enhance important areas of open land that meet the criteria, as set out within the relative policy.
- 10.8.2 There are currently two Green Wedges situated within the Borough, both of which cross administrative boundaries into neighbouring Local Authority areas.
- 10.8.3 The Oadby and Wigston Green Wedge spans the administrative boundary with Leicester City to the northwest. The Green Wedge in its entirety is a large expanse of land, with the Borough’s designation separating the urban settlement areas of Oadby and Wigston entirely. The Green Wedge runs northwest to southeast from Leicester City out towards the open countryside to the south of Oadby and east of Wigston. As well as farmland and open countryside the green wedge comprises of many appropriate leisure activity uses including outdoor sports grounds and outdoor training facilities, a horse racing course, a golf course and a country park.
- 10.8.4 The Oadby, Thurnby and Stoughton Green Wedge is situated to the northeast of Oadby and crosses administrative boundaries with Leicester City and Harborough District. The overall area of the green wedge is substantial. The area of green wedge that lies within the Borough runs from a north west to north easterly direction and begins at the Borough boundary close to the B582 Gartree Road and extends out towards the University of Leicester’s sports pitches east of Stoughton Road, as well as eastwards along the northern edge of Gartree Road to the Borough’s administrative boundary. Land uses currently situated within the Borough’s Green Wedge area include outdoor sports pitches and open fields.
- 10.8.5 With the Borough being relatively compact and urban in nature, Green Wedges are extremely important; they play major roles in shaping the character of the environment and help stimulate leisure and tourism whilst improving residents and visitors’ quality of life and health and wellbeing.
- 10.8.6 As well as guiding development form and effecting residents positively, Green Wedges are key green areas within the Borough’s Green Infrastructure network and

support the Borough's biodiversity. The Green Wedges within the Borough act as important strategic green infrastructure corridors linking green areas within the urban area to the countryside as well as other key strategic green infrastructure corridors such as the Grand Union Canal and railway corridors. They will also likely play an important role in the future in the context of the strategic Nature Recovery Network and the Local Nature Recovery Strategy.

- 10.8.7 Any development proposed that impacts the Green Wedges within the Borough will also need to ensure that it conforms to the policy recommendations as set out in the Council's latest Landscape Character Assessment and Design Code. All development needs to respect the character of its surroundings and should be sympathetic to the local landscape.
- 10.8.8 For the purposes of this Plan, the Council has had to release some areas of Green Wedge to provide land to accommodate new development up to 2041. To ensure that the most appropriate areas are released, the Council has undertaken a Green Wedge Review (latest edition), that assessed both of the Borough's green wedges in their entirety. The Green Wedge Review has been published by the Council to inform this Local Plan.

Policy Text

Policy 33: Green Wedges (Strategic)

1. Green Wedges are valuable areas of green land within the Borough and the Council will retain these areas as open and undeveloped.
2. The objectives of all Green Wedge areas situated within the Borough are to:
 - a) Prevent the merging of settlements or urban areas;
 - b) Guide development form;
 - c) Provide a 'green lung' between the urban area and the countryside; and
 - d) Act as an open and undeveloped recreational resource.
3. Due to the open and undeveloped nature of the Green Wedges, the Council will allow uses that are consistent with the following:
 - a) Agriculture, horticulture and allotments and associated development necessary to facilitate and support these uses;
 - b) Outdoor leisure, outdoor recreation and outdoor sports and associated development necessary to facilitate and support these uses, as long as the use does not negatively impact the undeveloped character;
 - c) Forestry and bodies of water and associated development necessary to facilitate and support these uses;
 - d) Footpaths, bridleways and cycle ways; and,

- e) Burial grounds and associated development necessary to facilitate and support these uses.
4. The Council will support proposals that retain and enhance public access into the Borough's Green Wedges, as well as proposals that retain and enhance the role that the Green Wedges play in the Borough's Green Infrastructure Network, Nature Recovery Network, Local Nature Recovery Strategy and its contribution to protecting and enhancing biodiversity and habitats.
5. Road proposals or dedicated public transport routes proposed to be situated within a Green Wedge that are evidenced as being a necessity will only be acceptable where it has been proven that there are no alternative routes outside of the Green Wedge.
6. Any proposal that has an adverse impact on the Green Wedge will only be permitted where there is a robust and justified need which outweighs these impacts and where a Landscape Character Assessment has been undertaken to ensure that all detrimental impacts that a development may cause have been addressed and can be mitigated.

Policy 34: Countryside (Non-Strategic)

What this Policy will do

10.9.1 It is important that the countryside is protected for its own sake as well as recognising the multiple contributions it can make to society, mitigating flooding, providing food, combatting climate change, providing sport and recreation opportunities. This Policy will protect the countryside.

Relevant Spatial Objectives

- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 14: Green Wedges and the Countryside

Supporting Text

10.10.1 It is paramount that the Countryside areas within the Borough are protected and enhanced. Due to the urban nature of Borough, the Countryside areas play a key role in everyday life as well as health and wellbeing. Valued and attractive landscapes need to be protected from inappropriate development, and the strategic role they play in the biodiversity and green infrastructure networks needs to be enhanced.

10.10.2 This policy provides protection against inappropriate development in the countryside. New development in the countryside will only be permitted where a justifiable need can be demonstrated consistent with the principles set out in the NPPF.

10.10.3 Where development does take place in the countryside, it must be sympathetically designed and located so as to provide as little disturbance as possible to the open nature of the countryside and to protect the various Green Infrastructure assets that it supports. The Council will promote high quality management methods that protect the openness, beauty and intrinsic character of the Countryside, as well as important hedgerows and trees.

10.10.4 Although the Borough of Oadby and Wigston is predominantly urban, land to the south within the local authority boundary plays an important role in providing the residents of the Borough access to open countryside. The majority of the Borough's population live within the built-up areas within the settlements of Wigston, Oadby and South Wigston.

10.10.5 The rural landscape plays a major role in shaping the character of our environment, both through stimulating leisure and tourism and supporting the overall 'quality of life'. The Oadby and Wigston Landscape Character Assessment (latest edition) identifies a number of landscape character areas across the Borough and it is important that both the quality and distinctive characteristics of these areas are conserved and enhanced when new development occurs.

10.10.6 For the purposes of this Plan, the Council has had to release some areas of countryside land to provide land to accommodate new development up to 2041.

Policy Text

Policy 34: Countryside (Non-Strategic)

1. Land within the Borough area designated as Countryside is defined on the Local Plan Adopted Policies Map.
2. The openness, beauty and intrinsic character of the Countryside will be recognised and protected from development. The Council will promote high quality management methods that protect the openness, beauty and intrinsic character of the Countryside, as well as important hedgerows and trees.
3. Any development in the countryside should not result in a level of activity that has an adverse impact on the character or biodiversity of the area, unless it is required to ensure the high-quality management and protection of the Countryside.
4. Improvements to green infrastructure, including (but not restricted to) enhanced pedestrian, cycle, equestrian access, and better access for those with mobility difficulties will be supported.

Policy 35: Trees, Woodlands and Hedgerows (Non-Strategic)

What this Policy will do

10.11.1 Promoting trees, woodland and hedgerows provides society with multiple benefits and this Policy ensures that this Plan will take the opportunity to protect what exists and improve provision to help adapt to and mitigate climate change, as well as provide for biodiversity. All three contribute to promoting Green and Blue Infrastructure, as identified in the Study developed for the Council by Land Use Consultants (2024).

Relevant Spatial Objectives

- Spatial Objective 10: Climate Change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure

Supporting Text

10.12.1 Canopy coverage primarily provided by trees and woodlands, as well as hedgerows can have a multitude of substantial benefits upon both the local and the wider environment. The benefits of all things green are endless, but in this context can include examples such as enabling the modification of microclimates; absorption of atmospheric pollutants; contribute towards flood mitigation; and provide habitats for biodiversity.

10.12.2 In addition, the retention and planting of trees, woodlands and hedgerows provide an increase in quality of life for all living creatures, as well as enhancing the natural beauty in the locale. A tree is defined as one which has a stem diameter greater than 75mm when measured at 1.5m above ground level. But this does not include hedgerows, as these must be considered separately.

10.12.3 The NPPF states that *'trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined. that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible'*.

10.12.4 The Tree Equity Score, launched in Winter 2023, shows that the Borough of Oadby and Wigston has an average canopy coverage of 14.8%, ranging from 7% in parts of South Wigston to 33% in parts of Oadby. The Borough's average canopy cover is therefore lower than The Environmental Targets (Woodland and Trees Outside Woodland) (England) Regulations 2023 target of reaching 16.5% canopy cover by 2050.

10.12.5 The Council recognises the importance of retaining urban trees, woodland and hedgerows. This Policy contributes towards the wider context of nature recovery through the delivery of pockets of green infrastructure and seeks to address significant disparities in the current distribution of canopy cover across Lower Super

Output Areas (LSOAs).

10.12.6 In instances where a site is located in two or more LSOAs, the average canopy coverage for the entire site will be calculated.

Policy Text

Policy 35: Trees, Woodlands and Hedgerows (Non-Strategic)

1. To be in line with The Environmental Targets (Woodland and Trees Outside Woodland) (England) Regulations 2023, the Council requires that for all new developments within the Borough area there should be no net loss of trees or hedgerows. Any trees or hedgerows removed should, where practical and appropriate, be replaced on a greater than 1:1 basis to retain and enhance levels of canopy coverage and contribute to on-site biodiversity net gain.
2. Where this is demonstrated to not be possible, an off-site contribution will be sought by the Council.
3. All major developments, as defined within the latest National Planning Policy Framework, and or relevant national legislation, in Lower Super Output Areas (LSOAs) with a canopy coverage score of under 16.5% will be required to provide a minimum on-site canopy coverage of at least 16.5%. The canopy coverage score is to be identified using the latest publicly available data from the [Tree Equity Score UK](#) adopted in Winter 2023, or its most relevant successor adopted by the Council.
4. A Tree Survey and Tree Protection Plan is required where there are trees within or adjacent to the application site. The information provided must show the location and give an appraisal of the trees; clearly showing which trees are to be removed and which are to be kept, as well as to indicate the Root Protection Area (RPA) as calculated in the British Standards Institute BS5837 – Trees in Relation to Design.
5. Additional tree planting is encouraged to improve the quality of the local environment and increase appropriate species canopy coverage. All tree stock enhancements should be UK sourced and grown species.

Policy 36: Soils and Agricultural Land (Non-Strategic)

What this Policy will do

10.13.1 This Policy seeks to minimise the impact that development has on soils and agricultural land.

Relevant Spatial Objectives

- Spatial Objective 10: Climate Change
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 14: Green Wedges and the Countryside

Supporting Text

10.14.1 It is important to conserve and enhance soil quality within the Borough area, including peat reserves which are important stores of carbon.

10.14.2 It is important that development proposals consider the type and quality of the existing soils and be designed in a way that incorporates measures to mitigate negative impacts from the development where appropriate, particularly to the highest quality soils. This could include tailoring construction processes to avoid loss, erosion, compacting soils with heavy machinery, as well as minimising risks from release of contaminants through the construction stages.

10.14.3 Development must make careful choices about the design of the site and its landscaping, such as by locating development away from the highest quality soils where relevant; ensuring beneficial soil reuse and sustainable soil management; as well as minimising artificial surface cover that would lock away the soils (in combination with high-quality green and blue infrastructure).

10.14.4 Government advises that the best and most versatile agricultural land should be protected from development where possible. According to DEFRA the Borough area is predominately urban soil grade with the rest being Grade 3 except for the river valleys which are Grade 4 agricultural land. In this case the advice to protect the better-quality grade 1 and 2 land does not currently apply.

10.14.5 When considering development proposals, the Council will consider the risk of pollution arising from contamination and the impact on human health, property and the wider environment.

10.14.6 Contamination is not, however, restricted to previously developed land but it can also occur on greenfield sites, and it can arise from natural sources as well as from human activities.

10.14.7 Developers are expected to proactively monitor impacts and emissions to enable issues to be addressed swiftly. Close liaison with communities and relevant agencies can support this approach, enabling feedback and dialogue on the need for and effectiveness of any mitigation measures.

Policy Text

Policy 36: Soils and Agricultural Land (Non-Strategic)

1. All proposals must demonstrate how the impact of development on soils has been mitigated and opportunities for conserving and enhancing the capacity/quality of soil maximised. This includes how impacts on soils during the construction process has been minimised through avoiding: soil loss, compaction, pollution and reduction in the quality of soil.
2. Developers must undertake a preliminary risk assessment to identify any contamination on site. Where sites are known to be contaminated, or where contamination is subsequently discovered, any development proposals on the land will only be permitted where it can be demonstrated that the contamination can be mitigated.
3. Major developments as defined within the latest National Planning Policy Framework, and or relevant national legislation, on undeveloped land upon, or within 200m of, known peat reserves must submit an assessment, informed by borehole sampling, to determine any potential impacts on peat reserves.
4. Development on potentially contaminated land must ensure necessary remediation works are undertaken to ensure there is no pollution risk to controlled waters or human health.
5. For proposals on, or near to, land that is contaminated or has a history of potential contamination, permission will be granted if the Council can be satisfied that:
 - a) There will be no threat to the health or safety of future users or occupiers of the site or neighbouring land, and
 - b) There will be no adverse impact on the quality of local groundwater or surface water.

11. Regeneration Areas

Regeneration Policy (RP1): Kilby Bridge Settlement Envelope (Non-Strategic)

What this Policy will do

- 11.1.1 This Policy designation recognises the role that the Borough's only rural settlement, Kilby Bridge, can play as the southernmost gateway into the Borough. Small-scale, well-designed regeneration in this location could create an attractive rural 'gateway' into the Borough.

Relevant Spatial Objectives

- Spatial Objective 13: Enhancing local heritage
- Spatial Objective 15: Kilby Bridge regeneration

Supporting Text

- 11.2.1 Kilby Bridge is the Borough's only rural settlement and is located in the floodplain of the River Sence, in the southernmost part of the Borough. The settlement currently contains uses that are not complementary to the existing character of the settlement and rural area. Therefore, it is important that only appropriate development, such as small scale residential (up to 40 new additional homes across the whole settlement envelope), leisure, tourism and canal-based development occurs within the settlement in the future.
- 11.2.2 Within the Settlement Envelope (as illustrated on the Council's Adopted Policies Map), small scale regeneration masterplans should be prepared for any proposed development and should take account of the local environs, including The Grand Union Canal, Limedelves Site of Special Scientific Interest, Barn Pool Meadow Local Wildlife Site and its associated Regionally Important Geological Site and linkages between Wigston and Kilby Bridge. It is extremely important that such assets are conserved and enhanced where possible. The Grand Union Canal's designation comprises the canal and all canal related facilities, including towpaths, boatsheds, wharfs, mileposts, bollards, local keepers cottages, ponds and clay pits.
- 11.2.3 Development proposals should take into account the potential impact of climate change on water resources, water quality and on the level of flood risk posed. Development should be sustainable without increasing the risk of flooding elsewhere. The Environment Agency's Flood Zone maps indicate that the north and west of the settlement is at risk of flooding and is within or in close proximity to a Flood Zone 3 area. Any proposal for the development of this site will require consultation with the Environment Agency and should be accompanied by a Flood Risk Assessment to demonstrate compliance with sequential and exception tests where appropriate.
- 11.2.4 The River Soar and Grand Union Canal Strategy suggested that Kilby Bridge, together with South Wigston or Blaby, could become South Leicestershire's 'Waterway Hub' and that there are possibilities to unlock the leisure and tourism potential in this area. The Council would in principle encourage the development of

a marina within the Kilby Bridge area, along the canal.

- 11.2.5 Proposals that seek to accommodate small scale uses that are related to the canal use and / or small craft workshops or similar, where the products which are made and sold on site, would be in principle supported. Proposals to encourage recreational uses for local residents, cyclists and equine and small-scale diversification activities such as small rural business and leisure uses may also be appropriate, provided the supportive infrastructure can be accommodated on site. Small scale residential proposals will also be deemed acceptable, although the proposal should fundamentally seek to be complementary to the existing surroundings and sensitive to existing landscape and historic features. Any development must ensure that there is no significant detrimental impact on the existing highway network.

Policy Text

Regeneration Policy (RP1): Kilby Bridge Settlement Envelope (Non-Strategic)

1. The Council will in principle support small scale development proposals within the defined Settlement Envelope of Kilby Bridge as shown on the Council's Adopted Policies Map. Any residential development proposed within the defined envelope must be small scale (up to 40 new additional homes across the whole settlement envelope).
2. All development proposals will need to take account of the rural and historic landscape, as well as the distinctive character of the Grand Union Canal Conservation Area and views across open countryside. All proposals must give careful consideration to the proposed scale of the development and in particular, take account of the impact that any scheme may have upon this rural 'gateway' into the Borough.
3. The key objectives of the Kilby Bridge Settlement Envelope are to:
 - a) Maintain the open, attractive, and rural setting;
 - b) Retain and enhance public access to the Grand Union Canal; River Sence; and the Kilby-Foxtton Site of Special Scientific Interest (SSSI);
 - c) Conserve and enhance the Grand Union Canal Conservation Area;
 - d) Deliver small scale sustainable residential development(s) that will provide a range of housing types, unit sizes and tenures whilst retaining the distinctive landscape and historic character through designing attractive schemes that will complement this gateway location;
 - e) Protect the existing local economy, as well as to enhance it through delivering small scale outdoor leisure, recreation and tourism development;
 - f) Give consideration to the incorporation of small scale 'starter' units for suitable rural businesses; and
 - g) Provide publicly accessible open space on land to the east of the settlement boundary, between the railway line to the north, Grand Union Canal to the south and the SSSI to the east.

4. The Council will encourage early engagement with regards to any potential scheme, together with the submission of a detailed masterplan illustrating the proposed scale, design, layout, mix of dwellings, tenure and an appreciation for how the wider issues including transport, accessibility and mitigation of potential impacts will be taken into account.
5. All development proposals within Kilby Bridge Settlement Envelope will need to conform to other relevant policies within this Plan.

12. Allocation Sites

Allocation Policy 1 (AP1): Land North of Newton Lane, Wigston (Strategic)

What this Policy will do

12.1.1 This Policy allocates Land North of Newton Lane, Wigston, to accommodate the development of at least 1,150 new homes. Allocation Policy 1 (AP1) will enable the delivery of a sustainable extension to the east of Wigston and it will be developed as a comprehensive site allocation to provide new homes and supporting infrastructure.

Relevant Spatial Objectives

- Spatial Objective 2: Wigston town centre
- Spatial Objective 6: Accessible transport links
- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 8: A balanced housing market
- Spatial Objective 9: Enabling health choices
- Spatial Objective 10: Climate change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 14: Green Wedges and the Countryside

Supporting Text

12.2.1 This allocation site will form an extension to the urban area of Wigston and AP1 represents the largest of four allocation sites in Wigston. The development of at least 1,150 new homes on Land North of Newton Lane ensures that the site is capable of providing a wide range of on-site and / or off-site infrastructure to support new development in this location. In addition, due to its proximity to the Borough's main town of Wigston and its public transport links into Leicester City, allocation of this Site will directly contribute to the Vision and Spatial Objectives of this Plan through the creation of a sustainable, well-designed and attractive place to live.

12.2.2 To successfully enable delivery of such, the Council and its Partners require specific infrastructure to mitigate the impact of this new growth; the detailed requirements are set out in the Policy below and other relevant Policies in this Plan, but in summary include;

- 20 per cent affordable housing provision
- A mix of housing types, sizes and tenures, all of which will at least meet the Governments minimum space standards.
- Provision of M4(2) Category 2: Accessible and Adaptable Dwellings (or equivalent replacement standards) and M4(3)(2)(A) Category 3: Wheelchair Adaptable (or equivalent replacement standards) new homes.
- On-site open space, consisting of allotments, sports pitches, play areas and structural landscaping.
- Partial retention of the Oadby and Wigston Green Wedge.

- Provision towards new education facilities.
 - Provision towards new health facilities.
 - Formation of a new Local Centre.
 - On-site active travel infrastructure.
 - On-site flood mitigation measures.
- 12.2.3 Addressing the impact upon the existing transport and highways network is necessary to manage increased traffic, ensure road safety and promote solutions to enable sustainable travel options for all. Safe vehicular access, frequent and dependable low-carbon bus services, and, the delivery of a high-quality cycle, walking and wheeling network will be vital to reducing car dependency and encouraging healthier, more sustainable choices for the new community in this area. Taking account of the scale of growth proposed, a detailed Transport Assessment will be required to assess the impact on traffic generation (specifically generated by the proposal site) on the key junctions within the vicinity of the site and in agreement with Leicestershire County Council as the Highways Authority and Oadby and Wigston Borough Council.
- 12.2.4 Reflecting the scale of growth as part of this site allocation, at least two accesses into the site will be required onto Newton Lane to accommodate the volume of vehicle movement that will be generated in this location. Such specific work will be the land promoter's responsibility. Any detailed transport assessment should use the South Leicestershire Joint Transport Evidence (latest edition) as its starting point and should consider the necessary mitigation measures identified by the Study. Subject to the outcomes of this specific transport assessment work and collaboration with Leicestershire County Council as the Highways Authority, on-site highways and transport infrastructure and / or financial contributions towards off-site highways and transport infrastructure will be required to make the development sustainable.
- 12.2.5 This growth area is situated within walking distance of the settlement of Wigston to the west, as well as the leisure and recreational opportunities associated with Brocks Hill Country Park and Parklands Leisure Centre to the north. It will relate directly to the Spatial Objective of enabling health choices by encouraging walking, cycling and wheeling opportunities in the locale. Therefore, the creation and enhancement of the local cycling ways and walking infrastructure routes in and surrounding the site will be encouraged.
- 12.2.6 Infrastructure investment of this nature accords with the objectives of Leicestershire County Council's Local Transport Plan 4 (LTP4), as well as the latest version of the South of Leicester Area Local Cycling and Walking Infrastructure Plan (LCWIP). Access into and within the adjoining Oadby and Wigston Green Wedge will enable inter-connectivity with the Green Wedge and into the surrounding urban areas and countryside, which in turn, will embed long-term low-carbon movement solutions for residents that will live, work, and enjoy this new settlement in the future.
- 12.2.7 At a national level, the UK has committed to becoming net carbon zero by 2050. Leicestershire County Council's Net Zero Strategy and Action Plan (2023-2027) sets out the net zero 'roadmap' to inform the future development of coordinated climate action by all residents, businesses, public authorities, and other stakeholders across Leicestershire. This development should seek to include the delivery of Electric Vehicle Charging Points and infrastructure to support their increased availability for all.

- 12.2.8 The SFRA Level 2 (2024), provided for the Local Plan, required the site to undergo a full Level 2 assessment. The site does not fall into Flood Zone 2 and 3 and therefore is entirely within Flood Zone 1. The Report states that a carefully considered and integrated flood resilient and sustainable drainage design must be put forward, with development to be steered away from the areas identified to be at risk of surface water flooding within the site. It is recommended that a joint drainage strategy prepared between the neighbouring allocated sites is prepared to allow for the connection of SuDS / blue and green infrastructure, maximise benefits, and ensure drainage proposals for each site do not negatively impact each other.
- 12.2.9 The SFRA also states that safe access and egress can be demonstrated in the 1% AEP plus Higher Central climate change fluvial and surface water events. If this is not possible, an appropriate Flood Warning and Evacuation Plan is needed. The Report also states that the Sequential Test will need to be passed before the Exception Test is applied. However, although there is significant surface water flood risk associate with the unnamed ordinary watercourses, the majority of the site remains low risk. Therefore, provided development is located away from the areas of risk, the Exception test is not required.
- 12.2.10 The Council will support provision of self and custom build homes as part of the delivery of its site allocations in the Borough. The Council maintains a 'live' list of individuals on the Council's self and custom build register that have suggested they would consider the Borough of Oadby and Wigston as being an appropriate location for their self and custom build plot. The Council actively reviews and keeps the Register up to date to ensure that the number of interested parties remains realistic and relevant. The Council also actively seeks the provision of a mix of residential house types, including bungalows and flats.
- 12.2.11 This Policy and the Infrastructure Delivery Plan for this Site will ensure that phased essential infrastructure provision will avoid straining existing services in the locale as the new development grows to its full and complete maturity. By delivering necessary infrastructure, including, education, highways and transport, healthcare, open spaces, sports and children's play facilities, biodiversity and habitat creation, and, other much needed community infrastructure in tandem with housing growth, the development can meet the new demands from the outset and for generations to come.
- 12.2.12 The Council will require this Policy to be read in conjunction with all other relevant policies of this Plan and must conform to the policy principles and objectives of each.

Policy Text

Allocation Policy 1 (AP1): Land North of Newton Lane, Wigston (Strategic)

1. A new development site is proposed within Wigston known as Land North of Newton Lane. The defined site boundary is identified on the Adopted Policies Map as (AP1). The site is allocated for the following built development uses subject to conformity with all parts of this policy as well as other relevant policies contained within the Plan:
 - a) At least 1,150 new homes overall, of which, 920 will be new market homes and 230 (20%) will be new affordable homes.

2. For the abovementioned built development uses to be realised, the following associated development and land uses must be provided on-site, unless it is robustly evidenced to the Council that off-site provision would be more beneficial to the local community.
 - a) 10 per cent Biodiversity Net Gain.
 - b) Flood mitigation measures that ensure the new development has no negative impact on the existing urban environment.
 - c) On-site open space, sport and recreational facilities provision, as per the requirements as set out in Policy 22.
 - d) Provision of comprehensive cycling, walking and wheeling networks (LTN 1/20 compliant or updated equivalent) linking throughout the development as well as linking to existing residential areas, the adjacent Green Wedge and to Brocks Hill Country Park to the north.
 - e) Provision of comprehensive Green Infrastructure Networks, which protect, enhance and links into existing and emerging networks and habitats.
 - f) Provision of a new Local Centre comprising units within Use Class E, as set out in the Town and Country Planning (Use Classes) Order 1987 (as amended). The Local Centre must comprise of at least 3 new units.
 - g) Provision of a new community facility building, to ensure that the new development does not have a negative impact on the local community accessing community building facilities.
 - h) Financial contribution towards a new and / or existing secondary school (as identified by Leicestershire County Council) increasing capacity at an appropriate location, to ensure that the new development does not have a negative impact on the local community accessing secondary education in the Borough.
 - i) Provision of a new primary school (as identified by Leicestershire County Council) with suitable access, in school site drop-off zones, and traffic system for staff and visitors. The school provision must not negatively impact the wider community in which it is situated in any aspect.
 - j) Provision of a new GP surgery, to ensure that the new development does not have a negative impact on the local community accessing GP surgery services.
 - k) Provision of an appropriate number of bus stops and associated infrastructure, including bus shelters and information display boards onsite, to allow for this sustainable method of public transport to effectively service the new development. In addition, Travel Plans incorporating measures to encourage a step change to more sustainable travel behaviours will be required.
 - l) Provision of off-site transport infrastructure or financial contributions towards off-site transport infrastructure to ensure that the new development is sustainable in its own right, but also does not negatively impact the wider existing transport network from a cumulative position.
 - m) Contribution towards coordinated investment in active travel (including walking, wheeling and cycling) and sustainable public transport methods between the

new development and the wider urban area of the Borough and Leicester City. Cycling infrastructure should comply with LTN1/20: Cycle infrastructure design or any subsequent guidance, which includes promotion of segregated cycle lanes and priority at side junctions.

3. Provided that the principles set out in Policy 33 are complied with, the Council will take a flexible approach to the exact boundary of the Green Wedge, where this is justified through a Masterplan in order to achieve a more comprehensive and sustainable development. A Masterplan proposing changes to the Green Wedge boundary would therefore be expected to, at a minimum, demonstrate how the Green Wedge would deliver stronger and healthier communities and better protect and enhance the natural environment.
4. Any proposal for new development at Land North of Newton Lane, will need to clearly illustrate how the entire site is to be built out. Piece-meal or speculative development proposals will not be acceptable. Any proposal must be accompanied by a masterplan showing how the comprehensive delivery of the site will be achieved and how the development will contribute towards sustainable development both within the Borough and beyond. Further, any proposed development must at least conform to the Council's Design Code document which sets out baseline principles that should be at least met, or ideally, exceeded.
5. Proposals which replicate existing recent developments or use 'off the shelf' design, for example house types, will not be acceptable. The proposal must illustrate the highest standards of design, that not only contribute towards sustainable development but also achieve outstanding new estates that are characterful and attractive. Housing provision must include a range of house types and sizes, including the provision of bungalows and / or ground floor accommodation.
6. All existing public rights of way, hedgerows, and trees within the site must be retained and enhanced. Should there be a need for development that impacts either of the abovementioned, off-setting of two to one will be required. For example, if a tree is removed, then at least 2 trees will need to be planted within the site. All two to one additions, must be of similar size to that removed. The species and size to be planted must be agreed with the Council prior to planting.
7. For the avoidance of doubt, this policy must be read in conjunction with all other relevant policies of this Plan, and must conform to the policy principles and objectives of each.
8. Any development of this allocation site will be considered cumulatively.

Allocation Policy 2 (AP2): Wigston Meadows Phase 3, Wigston (Strategic)

What this Policy will do

- 12.3.1 This Plan allocates Wigston Meadows Phase 3, Wigston, to accommodate the development of at least 500 new homes. Allocation Policy 2 (AP2) will enable the delivery of a sustainable extension to the south-east of Wigston and it will be developed as a comprehensive site allocation to provide new homes and supporting infrastructure for this development.

Relevant Spatial Objectives

- Spatial Objective 2: Wigston town centre
- Spatial Objective 6: Accessible transport links
- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 8: A balanced housing market
- Spatial Objective 9: Enabling health choices
- Spatial Objective 10: Climate change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure

Supporting Text

- 12.4.1 This allocation site will form an extension of the urban area of Wigston and AP2 represents the second largest of four allocation sites in Wigston as part of this Local Plan. AP2 will deliver at least 500 new homes on land adjacent to the already approved Phase 1 and 2 elements of the newly forming Wigston Meadows estate to the south-east of Wigston. Cumulatively, the whole Wigston Meadows development will be in excess of approximately 1,650 new homes once fully completed.
- 12.4.2 This allocation will also be capable of providing a range of on-site and / or off-site infrastructure to support the newly formed community in this part of the Borough.
- 12.4.3 In addition, due to its proximity to the Borough's main town of Wigston and its public transport links into Leicester City, allocation of this Site will directly contribute to the Vision and Spatial Objectives of this Plan through the creation of a sustainable, well-designed and attractive place to live.
- 12.4.4 To successfully enable the integration of a sustainable and well-designed community in this location, the Council and its Partners require specific infrastructure to mitigate the impact of the new growth; the detailed requirements are set out in the Policy below and other relevant Policies in this Plan, but in summary include:
- 20 per cent affordable housing provision
 - A mix of housing types, sizes and tenures, all of which will at least meet the Governments minimum space standards.
 - Provision of M4(2) Category 2: Accessible and Adaptable Dwellings (or equivalent replacement standards) and M4(3)(2)(A) Category 3: Wheelchair Adaptable (or equivalent replacement standards) new homes.
 - On-site open space, consisting of allotments, sports pitches, play areas and structural landscaping.

- Provision towards new education facilities.
 - Provision towards new health facilities.
 - On-site active travel infrastructure.
 - On-site flood mitigation measures.
- 12.4.5 Addressing the impact upon the existing transport and highways network is necessary to manage increased traffic, ensure road safety and promote solutions to enable sustainable travel options for all. Safe vehicular access, frequent and dependable low-carbon bus services, and, the delivery of a high-quality cycle, walking and wheeling network will be vital to reducing car dependency and encouraging healthier, more sustainable choices for the new community in this area. Taking account of the scale of growth proposed, a detailed Transport Assessment will be required to assess the impact on traffic generation (specifically generated by the proposal site) on the key junctions within the vicinity of the site and in agreement with Leicestershire County Council as the Highways Authority and Oadby and Wigston Borough Council.
- 12.4.6 Reflecting the scale of growth as part of this site allocation, at least two accesses into the site will be required onto Newton Lane to accommodate the volume of vehicle movement that will be generated in this location. Such specific work will be the land promoter's responsibility. Any detailed transport assessment should use the South Leicestershire Joint Transport Evidence (latest edition) as its starting point and should consider the necessary mitigation measures identified by the Study. Subject to the outcomes of this specific transport assessment work and collaboration with Leicestershire County Council as the Highways Authority, on-site highways and transport infrastructure and / or financial contributions towards off-site highways and transport infrastructure could be required to make the development sustainable.
- 12.4.7 This growth area is situated within easy walking distance of the settlement of Kilby Bridge and the leisure opportunities associated with the Grand Union Canal and River Sence. It will relate directly to the Strategic Objective enabling health choices by encouraging walking, cycling and wheeling opportunities in the locale. Therefore, the creation and enhancement of the local cycling ways and walking infrastructure routes in and surrounding the site will be sought, particularly those linking to and along the Grand Union Canal.
- 12.4.8 Infrastructure investment of this nature accords with the objectives of Leicestershire County Council's Local Transport Plan 4 (LTP4), as well as the latest version of the South of Leicester Area Local Cycling and Walking Infrastructure Plan (LCWIP). This will also enable inter-connectivity with the surrounding urban areas and countryside, which in turn will embed long-term, low-carbon movement options for the new community that will live, work, and enjoy this new settlement for generations to come.
- 12.4.9 At a national level, the UK has committed to becoming net carbon zero by 2050. Leicestershire County Council's Net Zero Strategy and Action Plan (2023-2027) sets out the net zero 'roadmap' to inform the future development of coordinated climate action by all residents, businesses, public authorities, and other stakeholders across Leicestershire. This development should seek to include the delivery of Electric Vehicle Charging Points and infrastructure to support their increased availability for all.

- 12.4.10 The SFRA Level 2 (2024), provided for the Local Plan, required the site to undergo a full Level 2 assessment. The site does not fall into Flood Zone 2 and 3 and therefore is entirely within Flood Zone 1. The Report states that the site is generally low risk, with the most significant flood extents associated with the 0.1% AEP and 1% plus 40% climate change surface water events, with surface water flooding along the southern boundary identified in all events. It recommends that a carefully considered and integrated flood resilient and sustainable drainage design must be put forward with development to be steered away from the areas identified to be at risk of surface water / fluvial flooding within the site.
- 12.4.11 The Report also states that safe access and egress can be demonstrated in the 1% AEP plus Higher Central climate change fluvial and surface water events. The Report also states that the Sequential Test will need to be passed before the Exception Test is applied. However, given the site is entirely within Flood Zone 1 and the limited surface water flood extent in the 1% AEP event, provided development is proposed outside of the areas at risk, the Exception test is not required for this Site.
- 12.4.12 The Council will support provision of self and custom build homes as part of the delivery of its site allocations in the Borough. The Council maintains a 'live' list of individuals on the Council's self and custom build register that have suggested they would consider the Borough of Oadby and Wigston as being an appropriate location for their self and custom build plot. The Council actively reviews and keeps the Register up to date to ensure that the number of interested parties remains realistic and relevant. The Council also actively seeks the provision of a mix of residential house types, including bungalows and flats.
- 12.4.13 This Policy and the Infrastructure Delivery Plan for this Site will ensure that phased essential infrastructure provision will avoid straining existing services in the locale as the new development grows to its full and complete maturity. By delivering necessary education, highways and transport, healthcare, open spaces, sports and children's play facilities, biodiversity and habitat creation, and, other much needed community infrastructure in tandem with housing growth, the development can meet the new demands from the outset and for generations to come.
- 12.4.14 The Council will require this Policy to be read in conjunction with all other relevant policies of this Plan, and must conform to the policy principles and objectives of each.

Policy Text

Allocation Policy 2 (AP2): Wigston Meadows Phase 3, Wigston (Strategic)

1. A new development site is proposed within Wigston known as Wigston Meadows Phase 3. The defined site boundary is identified on the Adopted Policies Map as (AP2). The site is allocated for the following built development uses subject to conformity with all parts of this policy as well as other relevant policies contained within the Plan:
 - a) At least 500 new homes overall, of which, 400 will be new market homes and 100 (20%) will be new affordable homes.
2. For the abovementioned built development uses to be realised, the following associated development and land uses must be provided on-site, unless it is robustly

evidenced to the Council that off-site provision would be more beneficial to the local community.

- a) 10 per cent Biodiversity Net Gain.
- b) Flood mitigation measures that ensure the new development has no negative impact on the existing urban environment.
- c) On-site open space, sport and recreational facilities provision, as per the requirements as set out in Policy 22.
- d) Provision of comprehensive cycling, walking and wheeling networks (LTN 1/20 compliant or updated equivalent) linking throughout the development as well as linking existing residential areas.
- e) Provision of comprehensive Green Infrastructure Networks, which protect, enhance and links into existing and emerging networks and habitats.
- f) Financial contribution towards public realm enhancements in Wigston Town Centre or other relevant locations in lieu of the provision of a new Local Centre on-site.
- g) Provision of a new community facility building, or financial contribution towards increasing capacity at an appropriate existing community building, to ensure that the new development does not have a negative impact on the local community accessing community building facilities.
- h) Financial contribution towards a new and / or existing secondary school (as identified by Leicestershire County Council) increasing capacity at an appropriate location, to ensure that the new development does not have a negative impact on the local community accessing secondary education in the Borough.
- i) Financial contribution towards a new and / or existing primary school (as identified by Leicestershire County Council) increasing capacity at an appropriate location, to ensure that the new development does not have a negative impact on the local community accessing primary education in the Borough.
- j) Provision of a new GP surgery, or financial contribution towards increasing capacity at an appropriate existing GP surgery, to ensure that the new development does not have a negative impact on the local community accessing GP surgery services.
- k) Provision of an appropriate number of bus stops and associated infrastructure, including bus shelters and information display boards onsite, to allow for this sustainable method of public transport to effectively service the new development. In addition, Travel Plans incorporating measures to encourage a step change to more sustainable travel behaviours will be required.
- l) Provision of off-site transport infrastructure or financial contributions towards off-site transport infrastructure to ensure that the new development is sustainable in its own right, but also does not negatively impact the wider existing transport network from a cumulative position.
- m) Contribution towards coordinated investment in active travel (including walking, wheeling and cycling) and sustainable public transport methods between the

new development and the wider urban area of the Borough and Leicester City. Cycling infrastructure should comply with LTN1/20: Cycle infrastructure design or any subsequent guidance, which includes promotion of segregated cycle lanes and priority at side junctions.

3. Any proposal for new development at Wigston Meadows Phase 3, will need to clearly illustrate how the entire site is to be built out. Piece-meal or speculative development proposals will not be acceptable. Any proposal must be accompanied by a masterplan showing how the comprehensive delivery of the site will be achieved and how the development will contribute towards sustainable development both within the Borough and beyond. Further, any proposed development must at least conform to the Council's Design Code document which sets out baseline principles that should be at least met, or ideally, exceeded.
4. Proposals which replicate existing recent developments or use 'off the shelf' design, for example house types, will not be acceptable. The proposal must illustrate the highest standards of design, that not only contribute towards sustainable development but also achieve outstanding new estates that are characterful and attractive. Housing provision must include a range of house types and sizes, including the provision of bungalows and / or ground floor accommodation.
5. All existing public rights of way, hedgerows, and trees within the site must be retained and enhanced. Should there be a need for development that impacts either of the abovementioned, off-setting of two to one will be required. For example, if a tree is removed, then at least 2 trees will need to be planted within the site. All two to one additions, must be of similar size to that removed. The species and size to be planted must be agreed with the Council prior to planting.
6. For the avoidance of doubt, this policy must be read in conjunction with all other relevant policies of this Plan, and must conform to the policy principles and objectives of each.
7. Any development of this allocation site will be considered cumulatively.

Allocation Policy 3 (AP3): Land North of Glen Gorse Golf Course, Wigston (Strategic)

What this Policy needs to do

12.5.1 This Plan allocates Land North of Glen Gorse Golf Course, Wigston, to accommodate the development of at least 100 new homes. Allocation Policy 3 (AP3) will enable the delivery of a sustainable extension to the Cottage Farm development, and it will be developed as Phase 3 to provide new homes and supporting infrastructure for this expanding new community.

Relevant Spatial Objectives

- Spatial Objective 3: Oadby district centre
- Spatial Objective 6: Accessible transport links
- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 8: A balanced housing market
- Spatial Objective 9: Enabling health choices
- Spatial Objective 10: Climate change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 14: Green Wedges and the Countryside

Supporting Text

12.6.1 Although this allocation site is situated in Wigston Meadowcourt Ward geographically, in physical location terms, it will form an extension to the urban area of Oadby. Site allocation Policy AP3 will deliver at least 100 new homes as a Phase 3 extension to the already approved Phase 1 and 2 elements of the newly forming Cottage Farm estate to the south-west of Oadby. Cumulatively, the whole Cottage Farm development will be in excess of approximately 720 new homes once fully complete (including new houses that will be built at Site Allocation AP8, Phase 4).

12.6.2 This allocation will also be capable of providing a proportionate range of on-site and / or off-site infrastructure to support the new development in this part of the Borough.

12.6.3 In addition, due to its proximity to Oadby and its public transport links into Leicester City, allocation of this Site will directly contribute to the Vision and Spatial Objectives of this Plan through the creation of a sustainable, well-designed and attractive place to live.

12.6.4 To successfully enable the integration of a sustainable and well-designed community in this location, the Council and its Partners require specific infrastructure to mitigate the impact of the new growth; the detailed requirements are set out in the Policy below and other relevant Policies in this Plan, but in summary include:

- 20 per cent affordable housing provision,
- A mix of housing types, sizes and tenures, all of which will at least meet the Governments minimum space standards.

- Provision of M4(2) Category 2: Accessible and Adaptable Dwellings (or equivalent replacement standards) and M4(3)(2)(A) Category 3: Wheelchair Adaptable (or equivalent replacement standards) new homes.
- On-site open space, consisting of allotments, sports pitches, play areas and structural landscaping.
- Partial retention of the Oadby and Wigston Green Wedge.
- Formation of a new Local Centre.
- Provision towards new education facilities.
- Provision towards new health facilities.
- On-site active travel infrastructure.
- On-site flood mitigation measures.

- 12.6.5 Due to the scale of growth proposed at AP3 and AP8, a detailed transport assessment will be required to assess the impact on traffic generation (specifically generated by the proposal site) on the key junctions within the vicinity of the site. Addressing the impact upon the existing transport and highways network is necessary to manage increased traffic, ensure road safety and promote solutions to enable sustainable travel options for all. Safe vehicular access, frequent and dependable low-carbon bus services, and, the delivery of a high-quality cycle, walking and wheeling network will be vital to reducing car dependency and encouraging healthier, more sustainable choices for the new community in this area. Taking account of the scale of growth proposed, a detailed Transport Assessment will be required to assess the impact on traffic generation (specifically generated by the proposal site) on the key junctions within the vicinity of the site and in agreement with Leicestershire County Council as the Highways Authority and Oadby and Wigston Borough Council.
- 12.6.6 Reflecting the scale of growth as part of this site allocation, access into the site will need to be carefully considered and evidenced. Such specific work will be the land promoter's responsibility. Any detailed transport assessment should use the South Leicestershire Joint Transport Evidence (latest edition) as its starting point and should consider the necessary mitigation measures identified by the Study. Subject to the outcomes of this specific transport assessment work and collaboration with Leicestershire County Council as the Highways Authority, on-site highways and transport infrastructure and / or financial contributions towards off-site highways and transport infrastructure could be required to make the development sustainable.
- 12.6.7 This growth area is situated within walking distance of the leisure and recreational opportunities associated with Brocks Hill Country Park and Parklands Leisure Centre to the north-west. It will relate directly to the Spatial Objective of enabling health choices by encouraging walking, cycling and wheeling opportunities in the locale. Therefore, the creation and enhancement of the local cycling ways and walking infrastructure routes in and surrounding the site will be encouraged, particularly those linking to and along the existing public rights of way network in and around the site.
- 12.6.8 Infrastructure investment of this nature accords with the objectives of Leicestershire County Council's Local Transport Plan 4 (LTP4), as well as the latest version of the South of Leicester Area Local Cycling and Walking Infrastructure Plan (LCWIP). Access into and within the adjoining Oadby and Wigston Green Wedge will also enable inter-connectivity with the Green Wedge and into the surrounding urban areas and countryside, which in turn, will embed long-term low-carbon movement solutions for the new community that will live, work, and enjoy this new settlement in the future.

- 12.6.9 Cumulatively, Phases 1 to 4 of Cottage Farm will equate to approximately 720 new homes once complete. If this scale of development had of been proposed as part of one comprehensive site allocation, there would have been expectations to deliver significant and proportionate on-site and / or seek contributions towards off-site infrastructure facilities in the locale to mitigate the impact of this proportion of growth. Although it will not be possible to retrofit some aspects of the scheme, one infrastructure type that can still be delivered as part of this Local Plan's site allocations at AP3 and AP8 is a new Local Centre to serve the Cottage Farm development, as well as wider community forming around the site.
- 12.6.10 At a national level, the UK has committed to becoming net carbon zero by 2050. Leicestershire County Council's Net Zero Strategy and Action Plan (2023-2027) sets out the net zero 'roadmap' to inform the future development of coordinated climate action by all residents, businesses, public authorities, and other stakeholders across Leicestershire. This development should seek to include the delivery of Electric Vehicle Charging Points and infrastructure to support their increased availability for all.
- 12.6.11 The SFRA Level 2 (2024), provided for the Local Plan, did not require the site to undergo a full Level 2 assessment because the Site was assessed and found to be at low risk of flooding from all sources. However, a Flood Risk Assessment will still be required to support a planning application. It is recommended that a joint drainage strategy between the neighbouring allocated sites is prepared to allow for the connection of SuDS / blue and green infrastructure, maximise benefits, and ensure drainage proposals for each site do not negatively impact each other.
- 12.6.12 The Council will support provision of self and custom build homes as part of the delivery of its site allocations in the Borough. The Council maintains a 'live' list of individuals on the Council's self and custom build register that have suggested they would consider the Borough of Oadby and Wigston as being an appropriate location for their self and custom build plot. The Council actively reviews and keeps the Register up to date to ensure that the number of interested parties remains realistic and relevant. The Council will also actively seek the provision of a mix of residential house types, including bungalows and flats.
- 12.6.13 The Council will require this Policy to be read in conjunction with all other relevant policies of this Plan, and must conform to the policy principles and objectives of each.

Policy Text

Allocation Policy 3 (AP3): Land North of Glen Gorse Golf Course, Wigston (Strategic)

1. A new development site is proposed within Wigston known as Land North of Glen Gorse Golf Course. The defined site boundary is identified on the Adopted Policies Map as (AP3). The site is allocated for the following built development uses subject to conformity with all parts of this policy as well as other relevant policies contained within the Plan.
 - a) At least 100 new homes overall, of which, 80 will be new market homes and 20 (20%) will be new affordable homes.

2. For the abovementioned built development uses to be realised, the following associated development and land uses must be provided on-site, unless it is robustly evidenced to the Council that off-site provision would be more beneficial to the local community.
 - a) 10 per cent Biodiversity Net Gain.
 - b) Flood mitigation measures that ensure the new development has no negative impact on the existing urban environment.
 - c) On-site open space, sport and recreational facilities provision, as per the requirements as set out in Policy 22.
 - d) Provision of comprehensive cycling, walking and wheeling networks (LTN 1/20 compliant or updated equivalent) linking throughout the development as well as linking existing residential areas.
 - e) Provision of comprehensive Green Infrastructure Networks, which protect, enhance and links into existing and emerging networks and habitats.
 - f) Provision of a new Local Centre comprising units within Use Class E, as set out in the Town and Country Planning (Use Classes) Order 1987 (as amended). The Local Centre must comprise of at least 3 new units.
 - g) Provision of a new community facility building, or financial contribution towards increasing capacity at an appropriate existing community building, to ensure that the new development does not have a negative impact on the local community accessing community building facilities.
 - h) Financial contribution towards a new and / or existing secondary school (as identified by Leicestershire County Council) increasing capacity at an appropriate location, to ensure that the new development does not have a negative impact on the local community accessing secondary education in the Borough.
 - i) Financial contribution towards a new and / or existing primary school (as identified by Leicestershire County Council) increasing capacity at an appropriate location, to ensure that the new development does not have a negative impact on the local community accessing primary education in the Borough.
 - j) Provision of a new GP surgery, or financial contribution towards increasing capacity at an appropriate existing GP surgery, to ensure that the new development does not have a negative impact on the local community accessing GP surgery services.
 - k) Provision of an appropriate number of bus stops and associated infrastructure, including bus shelters and information display boards onsite, to allow for this sustainable method of public transport to effectively service the new development. In addition, Travel Plans incorporating measures to encourage a step change to more sustainable travel behaviours will be required.
 - l) Provision of off-site transport infrastructure or financial contributions towards off-site transport infrastructure to ensure that the new development is sustainable in its own right, but also does not negatively impact the wider existing transport network from a cumulative position.

- m) Contribution towards coordinated investment in active travel (including walking, wheeling and cycling) and sustainable public transport methods between the new development and the wider urban area of the Borough and Leicester City. Cycling infrastructure should comply with LTN1/20: Cycle infrastructure design or any subsequent guidance, which includes promotion of segregated cycle lanes and priority at side junctions.
3. Provided that the principles set out in Policy 33 are complied with, the Council will take a flexible approach to the exact boundary of the Green Wedge, where this is justified through a Masterplan in order to achieve a more comprehensive and sustainable development. A Masterplan proposing changes to the Green Wedge boundary would therefore be expected to, at a minimum, demonstrate how the Green Wedge would deliver stronger and healthier communities and better protect and enhance the natural environment.
 4. Any proposal for new development at Land North of Glen Gorse Golf Course, will need to clearly illustrate how the entire site is to be built out. Piece-meal or speculative development proposals will not be acceptable. Any proposal must be accompanied by a masterplan showing how the comprehensive delivery of the site will be achieved and how the development will contribute towards sustainable development both within the Borough and beyond. Further, any proposed development must at least conform to the Council's Design Code document which sets out baseline principles that should be at least met, or ideally, exceeded.
 5. Proposals which replicate existing recent developments or use 'off the shelf' design, for example house types, will not be acceptable. The proposal must illustrate the highest standards of design, that not only contribute towards sustainable development but also achieve outstanding new estates that are characterful and attractive. Housing provision must include a range of house types and sizes, including the provision of bungalows and / or ground floor accommodation.
 6. All existing public rights of way, hedgerows, and trees within the site must be retained and enhanced. Should there be a need for development that impacts either of the abovementioned, off-setting of two to one will be required. For example, if a tree is removed, then at least 2 trees will need to be planted within the site. All two to one additions, must be of similar size to that removed. The species and size to be planted must be agreed with the Council prior to planting.
 7. For the avoidance of doubt, this policy must be read in conjunction with all other relevant policies of this Plan, and must conform to the policy principles and objectives of each.
 8. Any development of this allocation site will be considered cumulatively.

Allocation Policy 4 (AP4): Land West of Welford Road, Wigston (Strategic)

What this Policy will do

12.7.1 This Plan allocates Land West of Welford Road, Wigston, to accommodate the development of at least 84 new homes. Policy 4 (AP4) will enable the delivery of new homes and supporting infrastructure.

Relevant Spatial Objectives

- Spatial Objective 2: Wigston town centre
- Spatial Objective 6: Accessible transport links
- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 8: A balanced housing market
- Spatial Objective 9: Enabling health choices
- Spatial Objective 10: Climate change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure

Supporting Text

12.8.1 Site allocation Policy AP4 will deliver at least 84 new homes on Land West of Welford Road, Wigston. This development represents a scale of growth in this location that is capable of providing a proportionate range of on-site and / or off-site infrastructure to support the newly formed community.

12.8.2 Due to its proximity to the Borough's main town of Wigston and its public transport links into Leicester City, allocation of this Site will directly contribute to the Vision and Spatial Objectives of this Plan through the creation of a sustainable, well-designed and attractive place to live.

12.8.3 To successfully enable the integration of a sustainable and well-designed community in this location, the Council and its Partners require specific infrastructure to mitigate the impact of the new growth; the detailed requirements are set out in the Policy below and other relevant Policies in this Plan, but in summary include:

- 20 per cent affordable housing provision
- A wide mix of housing types, sizes and tenures, all of which will at least meet the Governments minimum space standards.
- Provision of M4(2) Category 2: Accessible and Adaptable Dwellings (or equivalent replacement standards) and M4(3)(2)(A) Category 3: Wheelchair Adaptable (or equivalent replacement standards) new homes.
- On-site open space, consisting of allotments, sports pitches, play areas and structural landscaping.
- Provision towards new education facilities.
- Provision towards new health facilities.
- On-site active travel infrastructure.

- On-site flood mitigation measures.
- 12.8.5 Addressing the impact upon the existing transport and highways network is necessary to manage increased traffic, ensure road safety and promote sustainable travel options for all. Safe vehicular access, access to frequent and dependable low-carbon bus services, and, the delivery of a high-quality cycle, walking and wheeling network will be vital to reducing car dependency and encouraging healthier, more sustainable choices for the new community in this area. Due to the scale of growth proposed at AP4, a detailed transport assessment may be required to assess the impact on traffic generation (specifically generated by the proposal site) on the key junctions within the vicinity of the site. Infrastructure relating to this growth area will be that agreed by Leicestershire County Council as the Highways Authority and Oadby and Wigston Borough Council.
- 12.8.6 Reflecting the scale of growth as part of this site allocation, access into the site will need to be carefully considered and evidenced. Such specific work will be the land promoter's responsibility. Any detailed transport assessment should use the South Leicestershire Joint Transport Evidence (latest edition) as its starting point and should consider the necessary mitigation measures identified by the Study. Subject to the outcomes of this specific transport assessment work and collaboration with Leicestershire County Council as the Highways Authority, on-site highways and transport infrastructure and / or financial contributions towards off-site highways and transport infrastructure could be required to make the development sustainable.
- 12.8.7 This growth area is situated within easy walking distance of the settlement of Kilby Bridge and the leisure opportunities associated with the Grand Union Canal and River Sence. It will relate directly to the Strategic Objective enabling health choices by encouraging walking, cycling and wheeling opportunities in the locale. Therefore, the creation and enhancement of the local cycling ways and walking infrastructure routes in and surrounding the site will be encouraged, particularly those linking to and along the Grand Union Canal.
- 12.8.8 Infrastructure investment of this nature accords with the objectives of Leicestershire County Council's Local Transport Plan 4 (LTP4), as well as the latest version of the South of Leicester Area Local Cycling and Walking Infrastructure Plan (LCWIP). This will also enable inter-connectivity with the surrounding urban areas and countryside, which in turn, will embed long-term low-carbon movement solutions for the new community that will live, work, and enjoy this new settlement in the future.
- 12.8.9 At a national level, the UK has committed to becoming net carbon zero by 2050. Leicestershire County Council's Net Zero Strategy and Action Plan (2023-2027) sets out the net zero 'roadmap' to inform the future development of coordinated climate action by all residents, businesses, public authorities, and other stakeholders across Leicestershire. This development should seek to include the delivery of Electric Vehicle Charging Points and infrastructure to support their increased availability for all.
- 12.8.10 The SFRA Level 2 (2024), provided for the Local Plan, did not require the site to undergo a full Level 2 assessment because the Site was assessed and found to be at low risk of flooding from all sources. A Flood Risk Assessment will still be required to support a planning application.
- 12.8.11 The Council will support provision of self and custom build homes as part of the delivery of its site allocations in the Borough. The Council maintains a 'live' list of individuals on the Council's self and custom build register that have suggested they

would consider the Borough of Oadby and Wigston as being an appropriate location for their self and custom build plot. The Council actively reviews and keeps the Register up to date to ensure that the number of interested parties remains realistic and relevant. The Council will also actively seek the provision of a mix of residential house types, including bungalows and flats.

12.8.12 The Council will require this Policy to be read in conjunction with all other relevant policies of this Plan, and must conform to the policy principles and objectives of each.

Policy Text

Allocation Policy 4 (AP4): Land West of Welford Road, Wigston (Strategic)

1. A new development site is proposed within Wigston known as Land West of Welford Road. The defined site boundary is identified on the Adopted Policies Map as AP4. The site is allocated for the following built development uses subject to conformity with all parts of this policy as well as other relevant policies contained within the Plan.
 - a) At least 84 new homes overall, of which, 67 will be new market homes and 17 (20%) will be new affordable homes.
2. For the abovementioned built development uses to be realised, the following associated development and land uses must be provided on-site, unless it is robustly evidenced to the Council that off-site provision would be more beneficial to the local community.
 - a) 10 per cent Biodiversity Net Gain.
 - b) Flood mitigation measures that ensure the new development has no negative impact on the existing urban environment.
 - c) On-site open space, sport and recreational facilities provision, as per the requirements as set out in Policy 22.
 - d) Provision of comprehensive cycle and footpath networks (LTN 1/20 compliant or updated equivalent) linking throughout the development as well as linking existing residential areas.
 - e) Provision of comprehensive Green Infrastructure Networks, which protect, enhance and links into existing and emerging networks and habitats.
 - f) Provision of a new community facility building, or financial contribution towards increasing capacity at an appropriate existing community building, to ensure that the new development does not have a negative impact on the local community accessing community building facilities.
 - g) Financial contribution towards a new and / or existing secondary school (as identified by Leicestershire County Council) increasing capacity at an appropriate location, to ensure that the new development does not have a negative impact on the local community accessing secondary education in the Borough.
 - h) Financial contribution towards a new and / or existing primary school (as identified by Leicestershire County Council) increasing capacity at an appropriate

location, to ensure that the new development does not have a negative impact on the local community accessing primary education in the Borough.

- i) Financial contribution towards increasing capacity at an appropriate existing GP surgery, to ensure that the new development does not have a negative impact on the local community accessing GP surgery services.
 - j) Provision of an appropriate number of bus stops and associated infrastructure, including bus shelters and information display boards onsite, to allow for this sustainable method of public transport to effectively service the new development. In addition, Travel Plans incorporating measures to encourage a step change to more sustainable travel behaviours will be required.
 - k) Provision of off-site transport infrastructure or financial contributions towards off-site transport infrastructure to ensure that the new development is sustainable in its own right, but also does not negatively impact the wider existing transport network from a cumulative position.
 - l) Contribution towards coordinated investment in active travel (including walking, wheeling and cycling) and sustainable public transport methods between the new development and the wider urban area of the Borough and Leicester City. Cycling infrastructure should comply with LTN1/20: Cycle infrastructure design or any subsequent guidance, which includes promotion of segregated cycle lanes and priority at side junctions.
3. Any proposal for new development at Land West of Welford Road, will need to clearly illustrate how the entire site is to be built out. Piece-meal or speculative development proposals will not be acceptable. Any proposal must be accompanied by a masterplan showing how the comprehensive delivery of the site will be achieved and how the development will contribute towards sustainable development both within the Borough and beyond. Further, any proposed development must at least conform to the Council's Design Code document which sets out baseline principles that should be at least met, or ideally, exceeded.
 4. Proposals which replicate existing recent developments or use 'off the shelf' design, for example house types, will not be acceptable. The proposal must illustrate the highest standards of design, that not only contribute towards sustainable development but also achieve outstanding new estates that are characterful and attractive. Housing provision must include a range of house types and sizes, including the provision of bungalows and / or ground floor accommodation.
 5. All existing public rights of way, hedgerows, and trees within the site must be retained and enhanced. Should there be a need for development that impacts either of the abovementioned, off-setting of two to one will be required. For example, if a tree is removed, then at least 2 trees will need to be planted within the site. All two to one additions, must be of similar size to that removed. The species and size to be planted must be agreed with the Council prior to planting.
 6. For the avoidance of doubt, this policy must be read in conjunction with all other relevant policies of this Plan, and must conform to the policy principles and objectives of each.
 7. Any development of this allocation site will be considered cumulatively.

Allocation Policy 5 (AP5): Land South of Gartree Road Strategic Development Area (Strategic)

What this Policy will do

- 12.9.1 This policy and associated site allocation is aligned with both Council's development strategy to focus new mixed use development in and around the Leicester Urban Area. New homes and jobs are to be delivered on this cross boundary site allocation, within the District of Harborough and the Borough of Oadby and Wigston known as Land South of Gartree Road.
- 12.9.2 The defined Site boundary is identified on each Council's Adopted Policies Map as (SA02) in the District of Harborough and as (AP5) in the Borough of Oadby and Wigston.
- 12.9.3 The site is located within close proximity to Leicester City and is well placed to contribute towards provision of sustainable development. The development is in a sustainable location and will provide for approximately 4,000 dwellings across the site, with 3,150 new homes and 5 hectares of employment land within Harborough District, and at least 850 new homes in the Borough of Oadby and Wigston.
- 12.9.4 It is anticipated that a large number of new homes will be built out during the Plan period up to 2041, with further new home provision occurring beyond the Plan period post 2041. Both Local Authorities are committed to working collaboratively and with all relevant organisations to ensure that a sustainable and integrated development is delivered.
- 12.9.5 This joint policy has been developed collaboratively by both Councils and is reflected in both Local Plans. Further arrangements for joint working governance between the two Councils, the site promoters and all other partners has been set out and agreed as part of a Memorandum of Understanding and/or Statement/s of Common Ground.

Relevant Spatial Objectives

- Spatial Objective 3: Oadby district centre
- Spatial Objective 6: Accessible transport links
- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 8: A balanced housing market
- Spatial Objective 9: Enabling health choices
- Spatial Objective 10: Climate change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 14: Green Wedges and the Countryside

Supporting Text

- 12.10.1 The new development will create a high-quality and sustainable extension to the existing urban area and Stretton Hall, but also, will maintain a visual and physical separation between the settlement of Oadby. Separation will also be afforded to the existing village of Great Glen through the creation of a new Area of Separation in

Harbough District, which will prevent coalescence and will protect individual character and identity of the settlement.

- 12.10.2 This policy is designed to balance growth with sustainability, protecting the natural and historic character of the local areas while ensuring that new development provides the infrastructure and services needed for a thriving new community.
- 12.10.3 Due to its proximity to the existing urban area of Oadby, as well as the rural villages of Stretton Hall and Great Glen, the site already benefits from some access to public transport links into Leicester City. However, these existing routes will require investment and enhancement. This policy ensures that new development is thoughtfully designed, addressing key aspects of sustainability, community needs, and heritage preservation.
- 12.10.4 Retaining natural features such as woodlands and hedgerows helps blend the development into the surrounding landscape, supports biodiversity, and creates an immediate mature setting. Respecting nearby heritage assets like Stretton Magna Deserted Medieval Village and St Giles Church is essential for maintaining the historical integrity of the area. Landscape design also plays a crucial role in reducing visual impact, particularly in sensitive areas, and preserves the local scenic quality.
- 12.10.5 Addressing transport impacts is necessary to manage increased traffic, ensure road safety, and promote sustainable travel. Safe vehicular access, regular bus services, and high-quality cycle and pedestrian routes are vital to reducing car dependency and encouraging healthier, more sustainable modes of transport.
- 12.10.6 Linked to the wider aspirations of the Leicester & Leicestershire Strategic Growth Plan, future consideration of the potential for the A46 – M1 southern road link identified in the Midlands Connect Strategy should be taken into account in the master planning of the site, to future proof the site and ensure that it integrates into future transport networks, should a defined route emerge over the duration of the development.
- 12.10.7 Reflecting the significant scale of growth as part of this site allocation, at least two accesses into the site will be required onto Gartree Road and at least one access into the site from the south onto London Road / the A6, to accommodate the volume of vehicle movement that will be generated in this location. The entire site must be accessible from each site access point, and the site cannot be parcelled off into separate elements that are not connected. Any detailed transport assessment should use the South Leicestershire Joint Transport Evidence (latest edition) as its starting point and should consider the necessary mitigation measures identified by the Study. Subject to the outcomes of this specific transport assessment work and collaboration with Leicestershire County Council's Highways Department, on-site highways and transport infrastructure and / or financial contributions towards off-site highways and transport infrastructure could be required to make the development sustainable.
- 12.10.8 Environmental measures are integral, with green spaces and ecological corridors enhancing biodiversity and providing flood resilience. Restoring habitats, particularly along the River Sence Corridor, not only supports wildlife but also contributes to carbon capture. Archaeological evaluations safeguard potential historical findings, ensuring that development does not come at the cost of heritage loss.

- 12.10.9 Phased infrastructure provision is essential to avoid straining existing services. By delivering schools, healthcare, and a local centre in tandem with housing, the development can meet community needs from the outset. Sports pitches and recreational facilities promote physical activity and community cohesion, fostering a healthy living environment for future residents. This would offer a high-quality recreational area for both existing and new residents, while improving biodiversity and habitat value. All open space provision and open space standards for the site, regardless of location, must conform to Harborough District open space standards. This is to ensure that the entire site, even areas of within the Borough of Oadby and Wigston, has a consistent approach to open space provision.
- 12.10.10 This growth area is situated within walking distance of the settlement of Oadby to the west, as well as Stretton Hall and Great Glen to the east and south-east. The site is surrounded by open countryside to the north, east and south, meaning that it has the opportunity to enable positive health choices for all by encouraging walking, cycling and wheeling in the locale. Therefore, the creation and enhancement of the local cycling network and walking infrastructure routes in and surrounding the Site will be required, particularly those linking to and along the existing public rights of way network in and around the site.
- 12.10.11 Sustainable infrastructure investment of this nature accords with the objectives of Leicestershire County Council's Local Transport Plan 4 (LTP4), as well as the latest versions of the South of Leicester Area and Market Harborough Local Cycling and Walking Infrastructure Plans (LCWIPs). This will also allow inter-connectivity into the surrounding urban areas and open countryside, which in turn, will embed long-term low-carbon movement solutions for the new community that will live, work, and enjoy this new settlement in the future.
- 12.10.12 A site-specific Flood Risk Assessment (FRA) will be required and should inform and demonstrate that the Sequential and Exception Tests can be satisfied. It is essential that any development proposal demonstrates that there will be no increase in risk off-site, particularly along the Wash Brook where there are known flooding issues, and that it strives to take opportunities to provide betterment off site through measures such as flood-storage and oversized SuDS. The SFRA documents should be referred to with any formal planning application.
- 12.10.13 This Policy and the Infrastructure Delivery Plan for this Site will ensure that phased essential infrastructure provision will avoid straining existing services in the locale as the new community grows to its full and complete maturity. By delivering necessary education, highways and transport, healthcare, open spaces, sports and leisure facilities, biodiversity and habitat creation, and, other much needed community infrastructure in tandem with housing and employment growth, meaning the development can meet the new demands from the outset and for generations to come.

Policy Text

Allocation Policy 5 (AP5): Land South of Gartree Road Strategic Development Area (Strategic)

1. Land South of Gartree Road, as identified on each Council's Policies Map, is allocated for a new sustainable, residential-led mixed-use development. The land sits within the administrative boundaries of Harborough District Council and Oadby and Wigston Borough Council and forms a cross boundary site allocation within respective Local

Plans. The councils will work together with partners to deliver a comprehensively planned cross boundary development in accordance with an approved heritage led masterplan.

2. Mechanisms for effective delivery of infrastructure will be required to support the development. Infrastructure, as set out in the Infrastructure Delivery Plan, must be implemented alongside development in accordance with a Phasing Strategy approved by the Councils.
3. This policy allocates land for at least 850 new homes within the Borough of Oadby and Wigston, with associated infrastructure as set out below.

Masterplan

4. The masterplan for the site must include:
 - a) Phased delivery of approximately 4,000 new homes, of which 850 are to be in the Borough of Oadby and Wigston.
 - b) Provision of 5 hectares of new general employment land within Harborough District.
 - c) Provision of all required community infrastructure as set out below.
 - d) Provision of a site or sites of 5 hectares of land to meet the needs of travelling show people within Harborough District.
 - e) Provision of 3 hectares of land for cemetery provision in the District of Harborough.

Delivery of new homes

5. Delivery of new homes must include:
 - a) Provision of older persons housing to include retirement housing, extra care and / or residential care housing.
 - b) 40 per cent of the new homes across the entire site delivered as new affordable homes.
 - c) A mix of housing types, sizes and tenures for housing including bungalows and / or ground floor accommodation. All new housing provided should be in accordance with Policy 12 of this Local Plan.

Community Infrastructure

6. Delivery of the following community infrastructure is required to serve the new development:
 - a) Provision of a new Local District Centre providing shopping facilities to include local retail, service, and food and drink facilities within a mix of small units. A retail impact assessment will be required as part of the master planning process.

- b) Provision of a new Primary Health Centre and wider NHS healthcare services, to be located within or adjacent to the new Local District Centre.
- c) Provision of a new community hall and leisure facilities, to be located within or adjacent to the new Local District Centre.
- d) Provision of sports pitches, children’s equipped play areas and other outdoor recreational facilities, serving identified needs, along with new open spaces in accordance with the relevant standards set out in the supporting text to this policy.
- e) Meet the primary and secondary needs arising from the site. Provision of sufficient land for an 8 form entry secondary school, including post 16 provision to accommodate wider strategic growth needs and 5 forms of entry primary school provision, including early years provision. Other developments or public funding will be required to contribute to the costs of any provision that is not required to meet the needs of the site. The Applicant should produce an Education Delivery Strategy in conjunction with the County Council to be approved by the Councils which considers options for meeting these requirements which will include the provision of new schools meeting DFE standards and may include the expansion of existing schools.

Environment and Design

7. The following environment and design aspects must be adhered to.

- a) The development must illustrate the highest standards of design through submission of a Design Code(s) as part of the masterplan.
- b) Development must respect and maintain a physical and visual separation between the village of Great Glen and the urban areas of Oadby to prevent coalescence and protect the individual character and identity of each settlement.
- c) Development must provide an extensive, integrated and well connected network of managed public open spaces, green spaces and ecological corridors, including along the existing hedgerows and woodland areas and through the creation of an Area of Separation within Harborough District. Particular attention should be given to the enhancement of the River Sence and Wash Brook Corridors landscape and habitat through the restoration of natural vegetation and the creation of wetlands.
- d) Development must retain and enhance the comprehensive Green and Blue Infrastructure Networks, including existing woodland, spinneys, and hedgerows throughout the site to create an immediate mature setting for new development and to integrate the development with the surrounding landscape.
- e) Landscaping should be designed to reduce the overall visual sensitivity and to screen potential views to the development and particularly visually sensitive areas which include Wash Brook Valley footpaths, the eastern slopes near the River Sence corridor, and the southern fields adjacent to Stretton Hall.
- f) Development must provide an extensive, integrated and well connected network of managed high quality sustainable methods of movement spaces, including

LTN 1/20 footpaths and cycle ways, as well as high quality walking and wheeling routes. The network must be connect the entire new development site, as well as the existing urban areas.

- g) The southern half of the site is in catchment zone of the Kilby Foxton Canals SSSI, and any development must demonstrate that the drainage arrangements will not cause significant impact to the designated site.
- h) A contaminated land and Unexploded Ordinance assessment will be required to address the potential risk arising from agricultural development and former Ministry of Defence land which forms part of the site.
- i) A noise impact assessment will be required to address potential impacts and mitigation arising from aircraft movements associated with the nearby Leicester Airport.

Heritage

- 8. The following heritage aspects must be adhered to.
 - a) Development must be informed by a Heritage Impact Assessment, and should respect the nearby heritage assets and their settings, including sensitive views towards Stretton Magna Deserted Medieval Village, St Giles Church, Stretton Hall and other listed buildings and structures.
 - b) No development can take place within the Stretton Magna Deserted Medieval Village and an appropriate buffer for the enhancement and protection of this site must be provided; the area of this buffer will be informed through the Heritage Impact Assessment.

Transport

- 9. The following transport aspects must be adhered to.
 - a) Development must include comprehensive sustainable transport links across the entire site as well as linking to existing local networks to provide good connectivity into the urban area of Oadby, areas within Harborough District and Leicester City.
 - b) Impacts on the wider strategic and local highway must be mitigated. The impacts will be informed by a Transport Assessment that sets out off site and on site transport measures to mitigate impacts from the development.
 - c) High-quality safe cycle and pedestrian routes must be provided throughout the development to link new residential areas with the key facilities and services on site including the Local District Centre, community facilities, health provision, and schools. Routes must connect to existing nearby networks as well as other adjacent allocated sites.
 - d) Development must include safe vehicular access points from the A6 and Gartree Road, with a connection across the site. The entire site should be accessible from each access point.

- e) There must be provision for a frequent (minimum 15-minute) zero carbon bus service connecting the site with the wider service network, as well as other sustainable public transport solutions.
- f) There must be provision of an appropriate number of bus stops and associated infrastructure, including bus shelters and information display boards on-site. Travel Plans incorporating measures to encourage more sustainable travel behaviours will be required.

Flood risk and water management

- 10. A site-specific Flood Risk Assessment will be required to show that the development will not put the site at an increased risk of flooding in the future and does not increase the risk of flooding off site and / or downstream including any water discharge to Kilby Foxton Canals SSSI. The assessment must include a carefully considered and integrated flood resilient and sustainable drainage design, with a Surface Water Drainage Strategy and SuDS maintenance and management plan.

Utilities

- 11. The necessary utilities, including wastewater, water supply, electricity, and gas network must be provided. The phasing and occupation of development should align with the delivery of sewerage infrastructure, in liaison with service providers.

Delivery and Phasing

- 12. The site will be brought forward supported by a masterplan which addresses the policy requirements set out above and clearly identifies the phases of development, and the location and timing of the provision of all key infrastructure in accordance with the Infrastructure Delivery Plan within and beyond the plan period.
- 13. For the avoidance of doubt, if this policy is silent on an aspect or issue, the relevant policy within the relevant local authority Local Plan must be used.

Allocation Policy 6 (AP6): Land South of Gartree Road and East of Stoughton Road, Oadby (Strategic)

What this Policy will do

12.11.1 This Plan allocates Land South of Gartree Road and East of Stoughton Road, Oadby, to accommodate the development of at least 600 new homes. Policy 6 (AP6) will enable the delivery of new homes and supporting infrastructure for this new development.

Relevant Spatial Objectives

- Spatial Objective 3: Oadby district centre
- Spatial Objective 6: Accessible transport links
- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 8: A balanced housing market
- Spatial Objective 9: Enabling health choices
- Spatial Objective 10: Climate change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 14: Green Wedges and the Countryside

Supporting Text

12.12.1 This allocation site will form an extension of the existing urban area of Oadby and AP6 represents the second largest of four allocation sites in Oadby, delivering at least 600 new homes as part of this Local Plan. AP6 will also adjoin the north-western boundary of newly allocated AP5, Land South of Gartree Road Strategic Development Area. Cumulatively, the whole of the newly allocated sites in this part of Oadby and the neighbouring District of Harborough will total in excess of 4,750 new homes once fully complete. It is clear to all Partners that this scale of growth requires strategic and collaborative working from the outset.

12.12.2 This allocation will also be capable of providing a range of on-site and / or off-site infrastructure to support the newly formed development in this part of the Borough.

12.12.3 In addition, due to its proximity to Oadby and its public transport links into Leicester City, allocation of this Site will directly contribute to the Vision and Spatial Objectives of this Plan through the creation of a sustainable, well-designed and attractive place to live.

12.12.4 To successfully enable the integration of a sustainable and well-designed community in this location, the Council and its Partners require specific infrastructure to mitigate the impact of the new growth; the detailed requirements are set out in the Policy below and other relevant Policies in this Plan, but in summary include:

- 20 per cent affordable housing provision.
- A mix of housing types, sizes and tenures, all of which will at least meet the Governments minimum space standards.

- Provision of M4(2) Category 2: Accessible and Adaptable Dwellings (or equivalent replacement standards) and M4(3)(2)(A) Category 3: Wheelchair Adaptable (or equivalent replacement standards) new homes.
- On-site open space, consisting of allotments, sports pitches, play areas and structural landscaping.
- Provision towards new education facilities.
- Provision towards new health facilities.
- Formation of a new Local Centre.
- On-site active travel infrastructure.
- On-site flood mitigation measures.

12.12.5 Addressing the impact upon the existing transport and highways network is necessary to manage increased traffic, ensure road safety and promote solutions to enable sustainable travel options for all. Safe vehicular access, frequent and dependable low-carbon bus services, and, the delivery of a high-quality cycle, walking and wheeling network will be vital to reducing car dependency and encouraging healthier, more sustainable choices for the new community in this area. Taking account of the scale of growth proposed, a detailed Transport Assessment will be required to assess the impact on traffic generation (specifically generated by the proposal site) on the key junctions within the vicinity of the site and in agreement with Leicestershire County Council as the Highways Authority and Oadby and Wigston Borough Council.

12.12.6 Reflecting the scale of growth as part of this site allocation, at least two accesses into the site will be required with at least one onto Gartree Road to accommodate the volume of vehicle movement that will be generated in this location. Such specific work will be the land promoter's responsibility. Any detailed transport assessment should use the South Leicestershire Joint Transport Evidence (latest edition) as its starting point and should consider the necessary mitigation measures identified by the Study. Subject to the outcomes of this specific transport assessment work and collaboration with Leicestershire County Council's Highways Department, on-site highways and transport infrastructure and / or financial contributions towards off-site highways and transport infrastructure could be required to make the development sustainable.

12.12.7 This growth area is situated within easy walking distance of the settlement of Oadby and the leisure and recreational opportunities associated with the Stoughton Farm Park to the north. It will relate directly to the Strategic Objective enabling health choices by encouraging walking, cycling and wheeling opportunities in the locale. Therefore, the creation and enhancement of the local cycling ways and walking infrastructure routes in and surrounding the site will be encouraged, particularly those linking to and along the existing public rights of way network in and around the site.

12.12.8 Infrastructure investment of this nature accords with the objectives of Leicestershire County Council's Local Transport Plan 4 (LTP4), as well as the latest version of the South of Leicester Area Local Cycling and Walking Infrastructure Plan (LCWIP). This will also enable inter-connectivity with the surrounding urban areas, Oadby, Thurnby and Stoughton Green Wedge to the north-west and the open countryside to the north, which in turn, will embed long-term low-carbon movement solutions for the new community that will live, work, and enjoy this new settlement in the future.

12.12.9 At a national level, the UK has committed to becoming net carbon zero by 2050. Leicestershire County Council's Net Zero Strategy and Action Plan (2023-2027)

sets out the net zero 'roadmap' to inform the future development of coordinated climate action by all residents, businesses, public authorities, and other stakeholders across Leicestershire. This development should seek to include the delivery of Electric Vehicle Charging Points and infrastructure to support their increased availability for all.

- 12.12.10 The SFRA Level 2 (2024), provided for the Local Plan, required the site to undergo a full Level 2 assessment. The site does not fall into Flood Zone 2 and 3 and therefore is entirely within Flood Zone 1. The Report states that the site is generally low risk, with the most significant flood extents associated with the 0.1% AEP surface water event, however there may be access/egress issues associated with the surface water flow paths/watercourses dividing the site.
- 12.12.11 A site-specific Flood Risk Assessment (FRA) will be required and it will need to demonstrate that site users will be safe in the 1% AEP fluvial (following detailed modelling) and surface water events, including an allowance for climate change. This will need to show using detailed modelling of the ordinary watercourse that the site is not at an increased risk of flooding in the future and that development of the site does not increase the risk of surface water flooding on the site and to neighbouring properties. A site-specific Surface Water Drainage Strategy, and Sustainable Urban Drainage Systems (SuDS) maintenance and management plan will also be required to be submitted along with the FRA.
- 12.12.12 The Report also highlights that there are significant surface water flooding issues within the site. The council will need to ensure that any development proposal considers the risk carefully. A surface water drainage plan should be adopted to see if the risk outweighs the benefits of developing a site, and whether the development can be made safe for its lifetime. Whilst the Exception Test is not required as the site is outside Flood Zones 2 and 3, it is recommended that a precautionary approach is taken and the Exception Test is applied if development is located in areas of flood risk or safe access / egress to all parts of the site cannot be provided.
- 12.12.13 The Council will support provision of self and custom build homes as part of the delivery of its site allocations in the Borough. The Council maintains a 'live' list of individuals on the Council's self and custom build register that have suggested they would consider the Borough of Oadby and Wigston as being an appropriate location for their self and custom build plot. The Council actively reviews and keeps the Register up to date to ensure that the number of interested parties remains realistic and relevant. The Council will also actively seek the provision of a mix of residential house types, including bungalows and flats.
- 12.12.14 This Policy and the Infrastructure Delivery Plan for this Site will ensure that phased essential infrastructure provision will avoid straining existing services in the locale as the new community grows to its full and complete maturity. By delivering necessary infrastructure, including, education, highways and transport, healthcare, open spaces, sports and leisure facilities, biodiversity and habitat creation, and, other much needed community infrastructure in tandem with housing and employment growth, the development can meet the new demands from the outset and for generations to come.
- 12.12.15 The Council will require this Policy to be read in conjunction with all other relevant policies of this Plan, and must conform to the policy principles and objectives of each.

Policy Text

Allocation Policy 6 (AP6): Land South of Gartree Road and East of Stoughton Road, Oadby (Strategic)

1. A new development site is proposed within Oadby known as Land South of Gartree Road and East of Stoughton Road. The defined site boundary is identified on the Adopted Policies Map as (AP6). Through this policy, the site is allocated for the following built development uses subject to conformity with all parts of this policy as well as other relevant policies contained within the Plan.
 - a) At least 600 new homes overall, of which, 480 will be new market homes and 120 (20%) will be new affordable homes.
2. For the above mentioned built development uses to be realised, the following associated development and land uses must be provided on-site, unless it is robustly evidenced to the Council that off-site provision would be more beneficial to the local community.
 - a) 10 per cent Biodiversity Net Gain.
 - b) Flood mitigation measures that ensure the new development has no negative impact on the existing urban environment.
 - c) On-site open space, sport and recreational facilities provision, as per the requirements as set out in Policy 22.
 - d) Provision of comprehensive cycling, walking and wheeling networks (LTN 1/20 compliant or updated equivalent) linking throughout the development as well as linking existing residential areas.
 - e) Provision of comprehensive Green Infrastructure Networks, which protect, enhance and links into existing and emerging networks and habitats.
 - f) Provision of a new Local Centre comprising units within Use Class E, as set out in the Town and Country Planning (Use Classes) Order 1987 (as amended). The Local Centre must comprise of at least 3 new units.
 - g) Provision of a new community facility building, or financial contribution towards increasing capacity at an appropriate existing community building, to ensure that the new development does not have a negative impact on the local community accessing community building facilities.
 - h) Financial contribution towards a new and / or existing secondary school (as identified by Leicestershire County Council) increasing capacity at an appropriate location, to ensure that the new development does not have a negative impact on the local community accessing secondary education in the Borough.
 - i) Financial contribution towards a new and / or existing primary school (as identified by Leicestershire County Council) increasing capacity at an appropriate location, to ensure that the new development does not have a negative impact on the local community accessing primary education in the Borough.
 - j) Provision of a new GP surgery, or financial contribution towards increasing capacity at an appropriate existing GP surgery, to ensure that the new

development does not have a negative impact on the local community accessing GP surgery services.

- k) Provision of an appropriate number of bus stops and associated infrastructure, including bus shelters and information display boards onsite, to allow for this sustainable method of public transport to effectively service the new development. In addition, Travel Plans incorporating measures to encourage a step change to more sustainable travel behaviours will be required.
 - l) Provision of off-site transport infrastructure or financial contributions towards off-site transport infrastructure to ensure that the new development is sustainable in its own right, but also does not negatively impact the wider existing transport network from a cumulative position.
 - m) Contribution towards coordinated investment in active travel (including walking, wheeling and cycling) and sustainable public transport methods between the new development and the wider urban area of the Borough and Leicester City. Cycling infrastructure should comply with LTN1/20: Cycle infrastructure design or any subsequent guidance, which includes promotion of segregated cycle lanes and priority at side junctions.
3. Any proposal for new development at Land South of Gartree Road and East of Stoughton Road, will need to clearly illustrate how the entire site is to be built out. Piece-meal or speculative development proposals will not be acceptable. Any proposal must be accompanied by a masterplan showing how the comprehensive delivery of the site will be achieved and how the development will contribute towards sustainable development both within the Borough and beyond. Further, any proposed development must at least conform to the Council's Design Code document which sets out baseline principles that should be at least met, or ideally, exceeded.
 4. Proposals which replicate existing recent developments or use 'off the shelf' design, for example house types, will not be acceptable. The proposal must illustrate the highest standards of design, that not only contribute towards sustainable development but also achieve outstanding new estates that are characterful and attractive. Housing provision must include a range of house types and sizes, including the provision of bungalows and / or ground floor accommodation.
 5. All existing public rights of way, hedgerows, and trees within the site must be retained and enhanced. Should there be a need for development that impacts either of the abovementioned, off-setting of two to one will be required. For example, if a tree is removed, then at least 2 trees will need to be planted within the site. All two to one additions, must be of similar size to that removed. The species and size to be planted must be agreed with the Council prior to planting.
 6. For the avoidance of doubt, this policy must be read in conjunction with all other relevant policies of this Plan, and must conform to the policy principles and objectives of each.
 7. Any development of this allocation site will be considered cumulatively.

Allocation Policy 7 (AP7): Land at Oadby Grange, Oadby (Strategic)

What this Policy will do

12.13.1 This Plan allocates Land at Oadby Grange, Oadby, to accommodate the development of at least 120 new homes. Policy 6 (AP6) will enable the delivery of new homes and supporting infrastructure.

Relevant Spatial Objectives

- Spatial Objective 3: Oadby district centre
- Spatial Objective 6: Accessible transport links
- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 8: A balanced housing market
- Spatial Objective 9: Enabling health choices
- Spatial Objective 10: Climate change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 14: Green Wedges and the Countryside

Supporting Text

12.14.1 Site allocation Policy AP7 will deliver at least 120 new homes on Land at Oadby Grange, Oadby. AP7 will also adjoin the western boundary of newly allocated AP5, Land South of Gartree Road Strategic Development Area. Cumulatively, the whole of the newly allocated sites in this part of Oadby and the neighbouring District of Harborough will total in excess of 4,750 new homes once fully complete. It has been clear to all Partners that this scale of growth requires strategic and collaborative working from the outset. This development represents major growth in this location and is therefore capable of providing a proportionate range of on-site and / or off-site infrastructure to support the new development.

12.14.2 Due to its proximity to the settlement of Oadby and its public transport links into Leicester City, allocation of this Site will directly contribute to the Vision and Spatial Objectives of this Plan through the creation of a sustainable, well-designed and attractive place to live.

12.14.3 To successfully enable the integration of a sustainable and well-designed development in this location, the Council and its Partners require specific infrastructure to mitigate the impact of the new growth; the detailed requirements are set out in the Policy below and other relevant Policies in this Plan, but in summary include:

- 20 per cent affordable housing provision
- A mix of housing types, sizes and tenures, all of which will at least meet the Governments minimum space standards.
- Provision of M4(2) Category 2: Accessible and Adaptable Dwellings (or equivalent replacement standards) and M4(3)(2)(A) Category 3: Wheelchair Adaptable (or equivalent replacement standards) new homes.
- Provision towards new education facilities.

- On-site open space, consisting of allotments, sports pitches, play areas and structural landscaping.
- On-site new care home.
- On-site new health facilities.
- On-site new community facilities.
- On-site active travel infrastructure.
- On-site flood mitigation measures.

- 12.14.4 Due to the scale of growth proposed at AP7, a detailed transport assessment will be required to assess the impact on traffic generation (specifically generated by the proposal site) on the key junctions within the vicinity of the site. Addressing the impact upon the existing transport and highways network is necessary to manage increased traffic, ensure road safety and promote solutions to enable sustainable travel options for all. Safe vehicular access, frequent and dependable low-carbon bus services, and, the delivery of a high-quality cycle, walking and wheeling network will be vital to reducing car dependency and encouraging healthier, more sustainable choices for the new development in this area.
- 12.14.5 Reflecting the significant scale of growth as part of this site allocation, access into the site will need to be carefully considered and evidenced. Such specific work will be the land promoter's responsibility. Any detailed transport assessment should use the South Leicestershire Joint Transport Evidence (latest edition) as its starting point and should consider the necessary mitigation measures identified by the Study. Subject to the outcomes of this specific transport assessment work and collaboration with Leicestershire County Council as the Highways Authority, on-site highways and transport infrastructure and / or financial contributions towards off-site highways and transport infrastructure could be required to make the development sustainable.
- 12.14.6 This growth area is situated within walking distance of the settlement of Oadby and it will relate directly to the Spatial Objective of enabling health choices by encouraging walking, cycling and wheeling opportunities in the locale. Therefore, the creation and enhancement of the local cycling ways and walking infrastructure routes in and surrounding the site will be encouraged, particularly those linking to and along the existing public rights of way network in and around the site.
- 12.14.7 Infrastructure investment of this nature accords with the objectives of Leicestershire County Council's Local Transport Plan 4 (LTP4), as well as the latest version of the South of Leicester Area Local Cycling and Walking Infrastructure Plan (LCWIP).
- 12.14.8 At a national level, the UK has committed to becoming net carbon zero by 2050. Leicestershire County Council's Net Zero Strategy and Action Plan (2023-2027) sets out the net zero 'roadmap' to inform the future development of coordinated climate action by all residents, businesses, public authorities, and other stakeholders across Leicestershire. This development should seek to include the delivery of Electric Vehicle Charging Points and infrastructure to support their increased availability for all.
- 12.14.9 The SFRA Level 2 (2024), provided for the Local Plan, required the site to undergo a full Level 2 assessment. The site does not fall into Flood Zone 2 and 3 and therefore is entirely within Flood Zone 1. The Report recognises that although most of the site is not at risk, there are several ordinary watercourses on site which pose some risk and have implications for access / egress. Therefore, any development proposal would need to put forward a carefully considered and integrated flood

resilient and sustainable drainage design is put forward, with development to be steered away from the areas identified to be at risk of surface water/fluviial flooding within the site.

- 12.14.10 Further to this, a site-specific Flood Risk Assessment that demonstrates that site users will be safe in the 1% + Climate change AEP surface water event will be required. This will need to show that the site is not at an increased risk of flooding in the future and that development of the site does not increase the risk of surface water flooding on the site and to neighbouring properties. A site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan will also be required to be submitted along with the FRA.
- 12.14.11 The Report also highlights that there are significant surface water/fluviial flooding issues within the site, although the majority of the site is low risk. The council will need to ensure that any development proposal considers the risk carefully. A surface water drainage plan should be adopted to see if the risk outweighs the benefits of developing a site, and whether the development can be made safe for its lifetime. If development is proposed in an area identified as at risk from flooding, the Exception Test will need to be applied to the site.
- 12.14.12 The Council will support provision of self and custom build homes as part of the delivery of its site allocations in the Borough. The Council maintains a 'live' list of individuals on the Council's self and custom build register that have suggested they would consider the Borough of Oadby and Wigston as being an appropriate location for their self and custom build plot. The Council actively reviews and keeps the Register up to date to ensure that the number of interested parties remains realistic and relevant. The Council will also actively seek the provision of a mix of residential house types, including bungalows and flats.
- 12.14.13 The Council will require this Policy to be read in conjunction with all other relevant policies of this Plan, and must conform to the policy principles and objectives of each.

Policy Text

Allocation Policy 7 (AP7): Land at Oadby Grange, Oadby (Strategic)

1. A new development site is proposed within Oadby known as Land at Oadby Grange. The defined site boundary is identified on the Adopted Policies Map as (AP7). Through this policy, the site is allocated for the following built development uses subject to conformity with all parts of this policy as well as other relevant policies contained within the Plan.
 - a) At least 120 new homes overall, of which, 96 will be new market homes and 24 (20%) will be new affordable homes.
2. For the abovementioned built development uses to be realised, the following associated development and land uses must be provided on-site, unless it is robustly evidenced to the Council that off-site provision would be more beneficial to the local community.
 - a) 10 per cent Biodiversity Net Gain.

- b) Flood mitigation measures that ensure the new development has no negative impact on the existing urban environment.
- c) On-site open space, sport and recreational facilities provision, as per the requirements as set out in Policy 22. The development must also include a country park.
- d) Provision of comprehensive cycling, walking and wheeling networks (LTN 1/20 compliant or updated equivalent) linking throughout the development as well as linking existing residential areas.
- e) Provision of comprehensive Green Infrastructure Networks, which protect, enhance and links into existing and emerging networks and habitats.
- f) Provision of a new community facility building, or financial contribution towards increasing capacity at an appropriate existing community building, to ensure that the new development does not have a negative impact on the local community accessing community building facilities.
- g) Financial contribution towards a new and / or existing secondary school (as identified by Leicestershire County Council) increasing capacity at an appropriate location, to ensure that the new development does not have a negative impact on the local community accessing secondary education in the Borough.
- h) Financial contribution towards a new and / or existing primary school (as identified by Leicestershire County Council) increasing capacity at an appropriate location, to ensure that the new development does not have a negative impact on the local community accessing primary education in the Borough.
- i) Provision of a new GP surgery, or financial contribution towards increasing capacity at an appropriate existing GP surgery, to ensure that the new development does not have a negative impact on the local community accessing GP surgery services.
- j) Provision of a new care home facility.
- k) Provision of an appropriate number of bus stops and associated infrastructure, including bus shelters and information display boards onsite, to allow for this sustainable method of public transport to effectively service the new development. In addition, Travel Plans incorporating measures to encourage a step change to more sustainable travel behaviours will be required.
- l) Provision of off-site transport infrastructure or financial contributions towards off-site transport infrastructure to ensure that the new development is sustainable in its own right, but also does not negatively impact the wider existing transport network from a cumulative position.
- m) Contribution towards coordinated investment in active travel (including walking, wheeling and cycling) and sustainable public transport methods between the new development and the wider urban area of the Borough and Leicester City. Cycling infrastructure should comply with LTN1/20: Cycle infrastructure design or any subsequent guidance, which includes promotion of segregated cycle lanes and priority at side junctions.

3. Any proposal for new development at Land at Oadby Grange, will need to clearly illustrate how the entire site is to be built out. Piece-meal or speculative development proposals will not be acceptable. Any proposal must be accompanied by a masterplan showing how the comprehensive delivery of the site will be achieved and how the development will contribute towards sustainable development both within the Borough and beyond. Further, any proposed development must at least conform to the Council's Design Code document which sets out baseline principles that should be at least met, or ideally, exceeded.
4. Proposals which replicate existing recent developments or use 'off the shelf' design, for example house types, will not be acceptable. The proposal must illustrate the highest standards of design, that not only contribute towards sustainable development but also achieve outstanding new estates that are characterful and attractive. Housing provision must include a range of house types and sizes, including the provision of bungalows and / or ground floor accommodation.
5. All existing public rights of way, hedgerows, and trees within the site must be retained and enhanced. Should there be a need for development that impacts either of the abovementioned, off-setting of two to one will be required. For example, if a tree is removed, then at least 2 trees will need to be planted within the site. All two to one additions, must be of similar size to that removed. The species and size to be planted must be agreed with the Council prior to planting.
6. For the avoidance of doubt, this policy must be read in conjunction with all other relevant policies of this Plan, and must conform to the policy principles and objectives of each.
7. Any development of this allocation site will be considered cumulatively.

Allocation Policy 8 (AP8): Land South of Sutton Close, Oadby (Strategic)

What this Policy will do

12.15.1 This Plan allocates Land South of Sutton Close, Oadby, to accommodate the development of at least 120 new homes. Allocation Policy 7 (AP7) will enable the delivery of a sustainable extension to the Cottage Farm development and it will be developed as Phase 4 to provide new homes and supporting infrastructure for this expanding new community.

Relevant Spatial Objectives

- Spatial Objective 3: Oadby district centre
- Spatial Objective 6: Accessible transport links
- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 8: A balanced housing market
- Spatial Objective 9: Enabling health choices
- Spatial Objective 10: Climate change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 14: Green Wedges and the Countryside

Supporting Text

12.16.1 Site allocation Policy AP8 will deliver at least 120 new homes as a Phase 4 extension to the already approved Phase 1 and 2 elements of the newly-forming Cottage Farm estate to the south-west of Oadby. Cumulatively, the whole Cottage Farm development will be in excess of approximately 720 new homes once fully complete (including new homes that will be built at Site Allocation Policy AP3, Phase 3).

12.16.2 This allocation will also be capable of providing a proportionate range of on-site and / or off-site infrastructure to support the newly formed community in this part of the Borough.

12.16.3 In addition, due to its proximity to Oadby and its public transport links into Leicester City, allocation of this Site will directly contribute to the Vision and Spatial Objectives of this Plan through the creation of a sustainable, well-designed and attractive place to live.

12.16.4 To successfully enable the integration of a sustainable and well-designed development in this location, the Council and its Partners require specific infrastructure to mitigate the impact of the new growth; the detailed requirements are set out in the Policy below and other relevant Policies in this Plan, but in summary include:

- 20 per cent affordable housing provision
- A mix of housing types, sizes and tenures, all of which will at least meet the Governments minimum space standards.

- Provision of M4(2) Category 2: Accessible and Adaptable Dwellings (or equivalent replacement standards) and M4(3)(2)(A) Category 3: Wheelchair Adaptable (or equivalent replacement standards) new homes.
- On-site open space, consisting of allotments, sports pitches, play areas and structural landscaping.
- Partial retention of the Oadby and Wigston Green Wedge.
- Formation of a new Local Centre.
- Provision towards new education facilities.
- Provision towards new health facilities.
- On-site active travel infrastructure.
- On-site flood mitigation measures.

- 12.16.5 Due to the scale of growth proposed at AP8 and AP3, a detailed transport assessment will be required to assess the impact on traffic generation (specifically generated by the proposal site) on the key junctions within the vicinity of the site. Addressing the impact upon the existing transport and highways network is necessary to manage increased traffic, ensure road safety and promote solutions to enable sustainable travel options for all. Safe vehicular access, frequent and dependable low-carbon bus services, and, the delivery of a high-quality cycle, walking and wheeling network will be vital to reducing car dependency and encouraging healthier, more sustainable choices for the new community in this area.
- 12.16.6 Reflecting the significant scale of growth as part of this site allocation, access into the site will need to be carefully considered and evidenced, particularly relating to the primary point of access in the site and the option around having some form of access from Sutton Close, potentially enabling sustainable travel options and better access to neighbouring amenities, including the existing education sites to the north. Such specific work will be the land promoter's responsibility. Any detailed transport assessment should use the South Leicestershire Joint Transport Evidence (latest edition) as its starting point and should consider the necessary mitigation measures identified by the Study. Subject to the outcomes of this specific transport assessment work and collaboration with Leicestershire County Council as the Highways Authority, on-site highways and transport infrastructure and / or financial contributions towards off-site highways and transport infrastructure could be required to make the development sustainable.
- 12.16.7 This growth area is situated within walking distance of the leisure and recreational opportunities associated with Brocks Hill Country Park and Parklands Leisure Centre to the north-west. It will relate directly to the Spatial Objective of enabling health choices by encouraging walking, cycling and wheeling opportunities in the locale. Therefore, the creation and enhancement of the local cycling ways and walking infrastructure routes in and surrounding the site will be encouraged, particularly those linking to and along the existing public rights of way network in and around the site.
- 12.16.8 Infrastructure investment of this nature accords with the objectives of Leicestershire County Council's Local Transport Plan 4 (LTP4), as well as the latest version of the South of Leicester Area Local Cycling and Walking Infrastructure Plan (LCWIP). Access into and within the adjoining Oadby and Wigston Green Wedge will also enable inter-connectivity with the Green Wedge and into the surrounding urban areas and countryside.

- 12.16.9 Cumulatively, Phases 1 to 4 of Cottage Farm will equate to approximately 720 new homes once complete. If this scale of development had of been proposed as part of one comprehensive site allocation, there would have been expectations to deliver significant and proportionate on-site and / or seek contributions towards off-site infrastructure facilities in the locale to mitigate the impact of such major growth of this proportion. Although it will not be possible to retrofit some aspects of the scheme, one infrastructure type that can still be delivered as part of this Local Plan's site allocations at AP8 and AP3 is a new Local Centre to serve the Cottage Farm development, as well as wider community forming around the site.
- 12.16.10 At a national level, the UK has committed to becoming net carbon zero by 2050. Leicestershire County Council's Net Zero Strategy and Action Plan (2023-2027) sets out the net zero 'roadmap' to inform the future development of coordinated climate action by all residents, businesses, public authorities, and other stakeholders across Leicestershire. This development should seek to include the delivery of Electric Vehicle Charging Points and infrastructure to support their increased availability for all.
- 12.16.11 The SFRA Level 2 (2024), provided for the Local Plan, required the site to undergo a full Level 2 assessment. The site does not fall into Flood Zone 2 and 3 and therefore is entirely within Flood Zone 1. The Report states that the south-eastern boundary of the Site is shown to be at significant risk of flooding from the unnamed water course, and there is some surface water flood risk of the 0.1% AEP event, however the majority of the site is considered low risk. Any proposal for development must demonstrate that safe access and egress can be demonstrated in the 1% AEP plus Higher Central climate change fluvial and surface water events. It also states that a site-specific Flood Risk Assessment that demonstrates that site users will be safe in the 1% AEP surface water/fluvial events, including an allowance for climate change.
- 12.16.12 The Report also states that a carefully considered and integrated flood resilient and sustainable drainage design is put forward, with development to be steered away from the areas identified to be at risk of surface water flooding within the site. It is recommended that a joint drainage strategy prepared between the neighbouring allocated sites is prepared to allow for the connection of SuDS/blue-green infrastructure, maximise benefits, and ensure drainage proposals for each site do not negatively impact each other. Given the site is in Flood Zone 1 and the limited surface water flood extent in all event's as, provided development is proposed outside of the areas at risk, the Exception test is not required for this site.
- 12.16.13 The Council will support provision of self and custom build homes as part of the delivery of its site allocations in the Borough. The Council maintains a 'live' list of individuals on the Council's self and custom build register that have suggested they would consider the Borough of Oadby and Wigston as being an appropriate location for their self and custom build plot. The Council actively reviews and keeps the Register up to date to ensure that the number of interested parties remains realistic and relevant. The Council will also actively seek the provision of a mix of residential house types, including bungalows and flats.
- 12.16.14 The Council will require this Policy to be read in conjunction with all other relevant policies of this Plan, and must conform to the policy principles and objectives of each.

Policy Text

Allocation Policy 8 (AP8): Land South of Sutton Close, Oadby (Strategic)

1. A new development site is proposed within Oadby known as Land South of Sutton Close. The defined site boundary is identified on the Adopted Policies Map as (AP8). Through this policy, the site is allocated for the following built development uses subject to conformity with all parts of this policy as well as other relevant policies contained within the Plan.
 - a) At least 120 new homes overall, of which, 96 will be new market homes and 24 (20%) will be new affordable homes.

2. For the abovementioned built development uses to be realised, the following associated development and land uses must be provided on-site, unless it is robustly evidenced to the Council that off-site provision would be more beneficial to the local community.
 - a) 10 per cent Biodiversity Net Gain.
 - b) Flood mitigation measures that ensure the new development has no negative impact on the existing urban environment.
 - c) On-site open space, sport and recreational facilities provision, as per the requirements as set out in Policy 22.
 - d) Provision of comprehensive cycling, walking and wheeling networks (LTN 1/20 compliant or updated equivalent) linking throughout the development as well as linking existing residential areas.
 - e) Provision of comprehensive Green Infrastructure Networks, which protect, enhance and links into existing and emerging networks and habitats.
 - f) Provision of a new Local Centre comprising units within Use Class E, as set out in the Town and Country Planning (Use Classes) Order 1987 (as amended). The Local Centre must comprise of at least 3 new units.
 - g) Provision of a new community facility building, or financial contribution towards increasing capacity at an appropriate existing community building, to ensure that the new development does not have a negative impact on the local community accessing community building facilities.
 - h) Financial contribution towards a new and / or existing secondary school (as identified by Leicestershire County Council) increasing capacity at an appropriate location, to ensure that the new development does not have a negative impact on the local community accessing secondary education in the Borough.
 - i) Financial contribution towards a new and / or existing primary school (as identified by Leicestershire County Council) increasing capacity at an appropriate location, to ensure that the new development does not have a negative impact on the local community accessing primary education in the Borough.
 - j) Provision of a new GP surgery, or financial contribution towards increasing capacity at an appropriate existing GP surgery, to ensure that the new

development does not have a negative impact on the local community accessing GP surgery services.

- k) Provision of an appropriate number of bus stops and associated infrastructure, including bus shelters and information display boards onsite, to allow for this sustainable method of public transport to effectively service the new development. In addition, Travel Plans incorporating measures to encourage a step change to more sustainable travel behaviours will be required.
 - l) Provision of off-site transport infrastructure or financial contributions towards off-site transport infrastructure to ensure that the new development is sustainable in its own right, but also does not negatively impact the wider existing transport network from a cumulative position.
 - m) Contribution towards coordinated investment in active travel (including walking, wheeling and cycling) and sustainable public transport methods between the new development and the wider urban area of the Borough and Leicester City. Cycling infrastructure should comply with LTN1/20: Cycle infrastructure design or any subsequent guidance, which includes promotion of segregated cycle lanes and priority at side junctions.
3. Provided that the principles set out in Policy 33 are complied with, the Council will take a flexible approach to the exact boundary of the Green Wedge, where this is justified through a Masterplan in order to achieve a more comprehensive and sustainable development. A Masterplan proposing changes to the Green Wedge boundary would therefore be expected to, at a minimum, demonstrate how the Green Wedge would deliver stronger and healthier communities and better protect and enhance the natural environment.
 4. Any proposal for new development at Land South of Sutton Close, will need to clearly illustrate how the entire site is to be built out. Piece-meal or speculative development proposals will not be acceptable. Any proposal must be accompanied by a masterplan showing how the comprehensive delivery of the site will be achieved and how the development will contribute towards sustainable development both within the Borough and beyond. Further, any proposed development must at least conform to the Council's Design Code document which sets out baseline principles that should be at least met, or ideally, exceeded.
 5. Proposals which replicate existing recent developments or use 'off the shelf' design, for example house types, will not be acceptable. The proposal must illustrate the highest standards of design, that not only contribute towards sustainable development but also achieve outstanding new estates that are characterful and attractive. Housing provision must include a range of house types and sizes, including the provision of bungalows and / or ground floor accommodation.
 6. All existing public rights of way, hedgerows, and trees within the site must be retained and enhanced. Should there be a need for development that impacts either of the abovementioned, off-setting of two to one will be required. For example, if a tree is removed, then at least 2 trees will need to be planted within the site. All two to one additions, must be of similar size to that removed. The species and size to be planted must be agreed with the Council prior to planting.
 7. For the avoidance of doubt, this policy must be read in conjunction with all other relevant policies of this Plan, and must conform to the policy principles and objectives of each.

8. Any development of this allocation site will be considered cumulatively.

13. Monitoring and Implementation

Monitoring Policy (MP1): Monitoring and Implementation (Strategic)

What this Policy will do

13.1.1 This Policy will allow the Council to monitor the implementation of the Local Plan and respond to issues that arise during the Plan period. It also ensures that the Plan remains robust, up-to-date and relevant.

Relevant Spatial Objectives

- Spatial Objective 1: Regeneration of town and district centres
- Spatial Objective 2: Wigston town centre
- Spatial Objective 3: Oadby district centre
- Spatial Objective 4: South Wigston centre
- Spatial Objective 5: Improved employment opportunities
- Spatial Objective 6: Accessible transport links
- Spatial Objective 7: Growth of the urban areas
- Spatial Objective 8: A balanced housing market
- Spatial Objective 9: Enabling health choices
- Spatial Objective 10: Climate change
- Spatial Objective 11: High quality and sustainable design
- Spatial Objective 12: Conserving and enhancing green and blue infrastructure
- Spatial Objective 13: Enhancing local heritage
- Spatial Objective 14: Green Wedges and the Countryside
- Spatial Objective 15: Kilby Bridge regeneration

Supporting Text

13.2.1 The purpose of this Chapter is to identify the key indicators that will be used to monitor the delivery of the Local Plan and its Objectives, through measuring the performance of the related key policies.

13.2.2 The key indicators identified will be monitored by the Council on, at least, an annual basis through the production of the various monitoring documents, including the Authority Monitoring Report (AMR). Monitoring the performance of policies within the Local Plan is critical, due to the planning and building profession being fluid and ever changing. Policies need to be appropriate and relevant in order to deliver the objectives of the Local Plan. Each of the Objectives and their relevant policies and targets will be set out in the Monitoring Framework.

13.2.3 It must be noted that although monitoring will be undertaken on at least an annual basis, not all indicators are annually set targets. However, regular monitoring will give a clear picture of one off events or ongoing problems / issues.

13.2.4 If monitoring indicates that further action is needed in order to accomplish an Objective, the policies contained within this Plan will be assessed and updated

where necessary.

- 13.2.5 The Council is aware that although this Plan covers the period up to 2041, there may be instances when a partial or full review of the Plan may be required. The Local Plan will be reviewed in line with the relevant guidance and legislation that applies at the time.

Policy Text

Monitoring Policy (MP1): Monitoring and Implementation (Strategic)

1. The Council will monitor progress towards the achievement of indicators and targets set out within the Monitoring Framework of this Plan. The Authority Monitoring Report will be produced on at least an annual basis and will be used to establish whether the implementation of the Plan, either in part or as a whole, is being effectively actioned.
2. Where there is evidence to suggest that policy specific targets listed in the Monitoring Framework have not been met, contingency measures and actions listed in the Monitoring Framework will apply.
3. Contingency measures may include one or more of the following:
 - a) Seeking to accelerate delivery on other permitted or allocated sites.
 - b) Seeking alternative sources of funding if a lack of infrastructure is delaying development or causing significant problems as a result of new development.
 - c) Identifying alternative deliverable sites that are in general accordance with the Spatial Strategy of the Plan.
 - d) Undertaking a full or partial review of the Local Plan, if investigation indicates that its strategy, either in whole or in part, is no longer appropriate.
4. In addition, in conformity with the NPPF, the Council will review whether the Plan needs updating at least once every five years. The review will be completed no later than five years from the adoption date of the Plan and will take into account changing circumstances affecting the area, or any relevant changes in national policy.

Monitoring Framework

Spatial Objective	Key relevant policies	Other related policies	Target(s) / Threshold(s)	Potential risk(s) to delivery	Possible action if target is not met
Spatial Objective 1: Regeneration of town and district centres	<p>Policy 1: Spatial Strategy for Development within the Borough (Strategic);</p> <p>Policy 2: Regeneration Schemes and Large Scale Change;</p> <p>Policy 15: Retail and Related Policies (Non-Strategic)</p>	<p>Policy 3; Policy 4; Policy 5; Policy 6; Policy 7; Policy 8; Policy 9; Policy 10; Policy 12; Policy 16; Policy 17; Policy 18; Policy 19; Policy 20; Policy 23; Policy 24; Policy 25; Policy 26; Policy 27; Policy 28; Policy 30; Policy 31; Policy 35; Regeneration Policy (RP1);</p>	<p>Encourage provision of new homes, retail use space and B1 employment use space within the Borough's three main centres.</p> <p>Ensure levels of vacant units remain low and areas of public realm are regenerated.</p>	<p>Economic downturn or continued growth in 'online' retail shopping.</p> <p>Growth of out of Borough retail centres.</p> <p>Unplanned growth. Tightening of finance availability.</p> <p>Reduction in public transport services, within or close to the Borough's main centres.</p> <p>Unforeseen physical constraints.</p>	<p>Identify the problem and / or cause of poor performance.</p> <p>Be more proactive in liaising with landowners and developers.</p> <p>Investigate potential funding streams for redevelopment and / or regeneration.</p> <p>Seek to stimulate demand for new housing, employment and retail opportunities through active promotion of sites.</p>
Spatial Objective 2: Wigston town centre	<p>Policy 1: Spatial Strategy for Development within the Borough (Strategic);</p> <p>Policy 15: Retail and Related</p>	<p>Policy 2; Policy 3; Policy 4; Policy 5; Policy 6; Policy 7; Policy 8; Policy 9; Policy 10; Policy 12; Policy 16; Policy 17; Policy 18; Policy 19; Policy 20; Policy 23; Policy 24;</p>	<p>Vacancy rates to be no more than 5% higher than the regional average.</p> <p>Endeavour to keep the percentage of Hot Food Takeaways less than 10% higher than the level identified at the time of the Local Plan's adoption.</p>	<p>Economic downturn or continued growth in 'online' retail shopping.</p> <p>Unforeseen physical constraints. Growth of out of Borough retail centres.</p>	<p>Identify the problem and / or cause of poor performance.</p> <p>Be more proactive in liaising with landowners and developers.</p> <p>Investigate potential funding streams for redevelopment and / or regeneration.</p>

Spatial Objective	Key relevant policies	Other related policies	Target(s) / Threshold(s)	Potential risk(s) to delivery	Possible action if target is not met
	Policies (Non-Strategic)	Policy 25; Policy 26; Policy 27; Policy 28; Policy 30; Policy 31; Policy 35.	<p>New development to provide suitable bicycle parking spaces, provision of car parking spaces and Electric Vehicle charging facilities.</p> <p>Encouragement of the most efficient use of brownfield land.</p> <p>At least 50 homes per hectare on average at development sites that have a gross site size of 0.3 hectares and larger and are located within the town centre boundary of Wigston or the district centre boundaries of Oadby and South Wigston.</p>	<p>Tightening of finance availability.</p> <p>Reduction in public transport services, within or close to the Borough's main centres</p>	Stimulate demand for new retail opportunities through active promotion of sites.
Spatial Objective 3: Oadby district centre	<p>Policy 1: Spatial Strategy for Development within the Borough (Strategic);</p> <p>Policy 15: Retail and Related Policies (Non-Strategic)</p>	<p>Policy 2; Policy 3; Policy 4; Policy 5; Policy 6; Policy 7; Policy 8; Policy 9; Policy 10; Policy 12; Policy 16; Policy 17; Policy 18; Policy 19; Policy 20; Policy 23; Policy 24; Policy 25; Policy 26; Policy 27; Policy 28; Policy</p>	<p>Vacancy rates to be no more than 5% higher than the regional average.</p> <p>Endeavour to keep the percentage of Hot Food Takeaways less than 10% higher than the level identified at the time of the Local Plan's adoption.</p> <p>New development to provide suitable bicycle parking</p>	<p>Economic downturn or continued growth in 'online' retail shopping.</p> <p>Unforeseen physical constraints. Growth of out of Borough retail centres.</p> <p>Tightening of finance availability.</p>	<p>Identify the problem and / or cause of poor performance.</p> <p>Be more proactive in liaising with landowners and developers.</p> <p>Investigate potential funding streams for redevelopment and / or regeneration.</p> <p>Stimulate demand for new retail opportunities through active promotion of sites.</p>

Spatial Objective	Key relevant policies	Other related policies	Target(s) / Threshold(s)	Potential risk(s) to delivery	Possible action if target is not met
		30; Policy 31; Policy 35.	<p>spaces, provision of car parking spaces and Electric Vehicle charging facilities.</p> <p>Encouragement of the most efficient use of brownfield land.</p> <p>At least 50 homes per hectare on average at development sites that have a gross site size of 0.3 hectares and larger and are located within the town centre boundary of Wigston or the district centre boundaries of Oadby and South Wigston.</p>	Reduction in public transport services, within or close to the Borough's main centres	
Spatial Objective 4: South Wigston centre	<p>Policy 1: Spatial Strategy for Development within the Borough (Strategic);</p> <p>Policy 15: Retail and Related Policies (Non-Strategic)</p>	<p>Policy 2; Policy 3; Policy 4; Policy 5; Policy 6; Policy 7; Policy 8; Policy 9; Policy 10; Policy 12; Policy 16; Policy 17; Policy 18; Policy 19; Policy 20; Policy 23; Policy 24; Policy 25; Policy 26; Policy 27; Policy 28; Policy 30; Policy 31; Policy 35.</p>	<p>Vacancy rates to be no more than 5% higher than the regional average.</p> <p>Endeavour to keep the percentage of Hot Food Takeaways less than 10% higher than the level identified at the time of the Local Plan's adoption.</p> <p>New development to provide suitable bicycle parking spaces, provision of car parking spaces and Electric Vehicle charging facilities.</p>	<p>Economic downturn or continued growth in 'online' retail shopping.</p> <p>Unforeseen physical constraints. Growth of out of Borough retail centres.</p> <p>Tightening of finance availability.</p> <p>Reduction in public transport services, within or close to the</p>	<p>Identify the problem and / or cause of poor performance.</p> <p>Be more proactive in liaising with landowners and developers.</p> <p>Investigate potential funding streams for redevelopment and / or regeneration.</p> <p>Stimulate demand for new retail opportunities through active promotion of sites.</p>

Spatial Objective	Key relevant policies	Other related policies	Target(s) / Threshold(s)	Potential risk(s) to delivery	Possible action if target is not met
			<p>Encouragement of the most efficient use of brownfield land.</p> <p>At least 50 homes per hectare on average at development sites that have a gross site size of 0.3 hectares and larger and are located within the town centre boundary of Wigston or the district centre boundaries of Oadby and South Wigston.</p>	<p>Borough's main centres</p>	
<p>Spatial Objective 5: Improved employment opportunities</p>	<p>Policy 1: Spatial Strategy for Development within the Borough (Strategic);</p> <p>Policy 14: Management of New and Existing Identified Employment Areas (IEA) (Strategic)</p>	<p>Policy 2; Policy 3; Policy 4; Policy 5; Policy 6; Policy 7; Policy 8; Policy 12; Policy 13; Policy 17; Policy 18; Policy 19; Policy 20; Policy 22; Policy 23; Policy 24; Policy 25; Policy 27; Policy 28; Policy 30; Policy 31; Policy 33; Policy 34; Policy 35; Policy 36</p>	<p>4.1 hectares of employment land (2020-2041), split into 1.0 hectare B1 use and 3.1 hectares B2/B8 (small) use.</p> <p>Endeavour to have no net loss of employment floorspace on industrial estates.</p>	<p>Economic downturn</p> <p>Unforeseen physical constraints.</p> <p>Unplanned growth of out of Borough industrial centres.</p> <p>Tightening of finance availability.</p> <p>Site becomes unattractive to the market for employment development.</p> <p>Site releasing infrastructure delays.</p>	<p>Identify the problem and / or cause of poor performance.</p> <p>Consider a review of the planning policy itself.</p> <p>Be more proactive in liaising with landowners and developers.</p> <p>Investigate potential funding streams for redevelopment and / or regeneration.</p> <p>If appropriate to do so, bring forward other sites that are not allocated within the Plan but become available for employment development.</p>

Spatial Objective	Key relevant policies	Other related policies	Target(s) / Threshold(s)	Potential risk(s) to delivery	Possible action if target is not met
					Stimulate demand for new employment opportunities through active promotion of the site.
Spatial Objective 6: Accessible transport links	Policy 17: Sustainable Transport and Initiatives (Strategic)	Policy 1; Policy 3; Policy 4; Policy 5; Policy 7; Policy 8; Policy 18; Policy 19; Policy 20; Policy 33; Policy 34.	New development to provide suitable bicycle parking spaces, provision of car parking spaces and Electric Vehicle charging facilities. Support active travel by walking, cycling, wheeling, Non-Motorised User routes and public transport.	Unforeseen physical constraints. Tightening of finance availability. Reduction in public transport services.	Identify the problem and / or cause of poor performance. Be more proactive in liaising with landowners and developers, and public transport stakeholders. Investigate potential funding streams for redevelopment and / or regeneration.
Spatial Objective 7: Growth of the urban areas	Policy 1: Spatial Strategy for Development within the Borough (Strategic); Policy 10: Housing Density (Strategic)	Policy 3; Policy 4; Policy 6; Policy 7; Policy 8; Policy 9; Policy 12; Policy 13; Policy 21; Policy 22; Policy 23; Policy 24; Policy 25; Policy 26; Policy 27; Policy 28; Policy 30; Policy 31; Policy 35.	At least 40 homes per hectare on average at development sites that have a gross site size of 0.3 hectares and larger and are located outside of the town centre boundary of Wigston or district centre boundaries of Oadby and South Wigston, but within the existing urban area of the Borough.	Economic downturn Unforeseen physical constraints. Unplanned growth of out of Borough residential development. Tightening of finance availability. Site becomes unattractive to the market for residential development. Site releasing infrastructure delays.	Identify the problem and / or cause of poor performance. Be more proactive in liaising with landowners and developers. If appropriate to do so, bring forward other sites allocated within the Plan sooner than envisaged. Stimulate demand for new development opportunities through active promotion.

Spatial Objective	Key relevant policies	Other related policies	Target(s) / Threshold(s)	Potential risk(s) to delivery	Possible action if target is not met
<p>Spatial Objective 8: A balanced housing market</p>	<p>Policy 9: Affordable Housing (Strategic);</p> <p>Policy 11: Gypsy, Travellers and Travelling Showpeople (Strategic);</p> <p>Policy 12: Housing Choices (Non-Strategic);</p>	<p>Policy 1; Policy 3; Policy 4; Policy 10; Policy 13; Policy 19; Allocation Policy 1 (AP1); Allocation Policy 2 (AP2); Allocation Policy 3 (AP3); Allocation Policy 4 (AP4); Allocation Policy 5 (AP5); Allocation Policy 6 (AP6); Allocation Policy 7 (AP7); Allocation Policy 8 (AP8).</p>	<p>20% of dwellings on local plan allocation sites to be affordable.</p> <p>Density targets met, if not exceeded.</p> <p>All new build homes to comply with Part M Building Regulations Standard M4(2).</p> <p>10% of market homes and 20% of affordable homes to comply with Part M Building Regulations Standard M4(3)(2)(a).</p> <p>The Council will maintain a rolling 5 year supply of housing land in conformity with national planning policy and guidance.</p>	<p>Economic downturn. Unforeseen physical constraints.</p> <p>Unplanned growth of out of Borough residential development.</p> <p>Tightening of finance availability.</p> <p>Site becomes unattractive to the market for residential development.</p> <p>Site releasing infrastructure delays.</p> <p>Land values drop considerably meaning developers begin to build at lower densities</p>	<p>Identify the problem and / or cause of poor performance.</p> <p>Consider a review of the planning policy itself.</p> <p>Be more proactive in liaising with landowners and developers.</p> <p>If appropriate to do so, bring forward other sites allocated within the Plan sooner than envisaged.</p> <p>Stimulate demand for new development opportunities through active promotion and call for sites processes.</p>
<p>Spatial Objective 9: Enabling healthy choices</p>	<p>Policy 19: Improving Health and Wellbeing (Strategic);</p>	<p>Policy 1; Policy 3; Policy 4; Policy 12; Policy 16; Policy 17; Policy 18; Policy 23; Policy 24; Policy 32;</p>	<p>No net loss of trees or hedgerows.</p> <p>All relevant applications to comply with the national Biodiversity Net Gain requirement.</p>	<p>National policy changes to be less protective of green infrastructure assets.</p>	<p>Identify the problem and / or cause of poor performance.</p> <p>Consider a review of the planning policy itself.</p>

Spatial Objective	Key relevant policies	Other related policies	Target(s) / Threshold(s)	Potential risk(s) to delivery	Possible action if target is not met
	<p>Policy 21: Community Facilities and Indoor Sports Facilities (Non-Strategic);</p> <p>Policy 22: Open Space, Outdoor Sport and Recreational Facilities (Non-Strategic);</p> <p>Policy 30: Green and Blue Infrastructure (Strategic);</p> <p>Policy 31: Protecting Biodiversity and Geodiversity (Strategic).</p>	<p>Policy 33; Policy 34.</p>	<p>No net loss of Open Space, Outdoor Sport and Recreational Facilities.</p>	<p>Housing needs significantly increases.</p> <p>More undeveloped land required. Unplanned development growth.</p>	<p>Be more proactive in liaising with landowners and developers.</p> <p>Stimulate demand for new green infrastructure opportunities through active promotion.</p> <p>Work closely with local groups as well as more national groups, such as Natural England.</p>
<p>Spatial Objective 10: Climate change</p>	<p>Policy 5: Climate Change (Strategic)</p>	<p>Policy 1; Policy 3; Policy 4; Policy 6; Policy 7; Policy 8; Policy 17; Policy 18; Policy 19; Policy 20; Policy 22; Policy 28; Policy 30; Policy</p>	<p>All new buildings to provide at least 10% of energy needs from renewable / low carbon sources.</p> <p>Meeting the standard of 110 litres per person per day.</p>	<p>Unforeseen physical constraints.</p> <p>Tightening of finance availability.</p> <p>Site releasing infrastructure delays.</p>	<p>Identify the problem and / or cause of poor performance.</p> <p>Consider a review of the planning policy itself.</p> <p>Be more proactive in liaising with landowners and developers.</p>

Spatial Objective	Key relevant policies	Other related policies	Target(s) / Threshold(s)	Potential risk(s) to delivery	Possible action if target is not met
		31; Policy 33; Policy 35.	<p>All new developments to implement water efficient technology and fittings which have energy efficiency benefits.</p> <p>New development to provide suitable bicycle parking spaces, provision of car parking spaces and Electric Vehicle charging facilities.</p> <p>Support active travel by walking, cycling, wheeling, Non-Motorised User routes and public transport.</p>	Reduction in public transport services.	<p>Stimulate demand for new climate change promotion.</p> <p>Investigate potential funding streams for climate change prevention and mitigation.</p> <p>Work closely with local groups as well as more national groups, such as Natural England.</p>
Spatial Objective 11: High quality and sustainable design	Policy 24: High Quality Design and High-Quality Materials (Non-Strategic)	Policy 2; Policy 3; Policy 12; Policy 13; Policy 15; Policy 18; Policy 19; Policy 23; Policy 28;	All new major development to comply with the Council's Design Code	<p>National policy changes to be less wanting of high-quality design and sustainable development.</p> <p>National policy relating to heritage assets is diluted.</p>	<p>Identify the problem and / or cause of poor performance.</p> <p>Consider a review of the planning policy itself.</p> <p>Be more proactive in liaising with landowners and developers.</p> <p>Work closely with local groups as well as more national groups, such as Historic England.</p>
Spatial Objective 12: Conserving and enhancing	Policy 30: Green and Blue Infrastructure (Strategic)	Policy 1; Policy 2; Policy 3; Policy 4; Policy 5; Policy 6; Policy 7; Policy 18;	Achieving Biodiversity Net Gain (BNG) requirements on qualifying sites.	National policy changes to be less protective of green infrastructure assets.	Identify the problem and / or cause of poor performance.

Spatial Objective	Key relevant policies	Other related policies	Target(s) / Threshold(s)	Potential risk(s) to delivery	Possible action if target is not met
green and blue infrastructure	<p>Policy 31: Protecting Biodiversity and Geodiversity (Strategic)</p> <p>Policy 33: Green Wedges (Non-Strategic)</p> <p>Policy 34: Countryside (Non-Strategic)</p> <p>Policy 35: Trees, Woodlands and Hedgerows (Non-Strategic)</p>	Policy 22; Policy 23; Policy 32; Policy 36;	<p>No net loss of Green Infrastructure during the Plan period.</p> <p>No net loss of Trees, Woodlands and Hedgerows.</p>	<p>National policy changes to Biodiversity Net Gain requirements.</p> <p>Housing needs significantly increases. More undeveloped land required.</p> <p>Unplanned development growth.</p>	<p>Consider a review of the planning policy itself.</p> <p>Be more proactive in liaising with landowners and developers.</p> <p>Stimulate demand for new green infrastructure opportunities through active promotion.</p> <p>Work closely with local groups as well as more national groups, such as Natural England.</p>
Spatial Objective 13: Enhancing Local Heritage	Policy 26: Culture and Historic Environment Assets (Non-Strategic)	Policy 1; Policy 3; Policy 24; Policy 25.	No specific targets are contained within this Plan.	National policy changes to be less wanting of high-quality design and sustainable development.	<p>Identify the problem and / or cause of poor performance.</p> <p>Consider a review of the planning policy itself.</p>

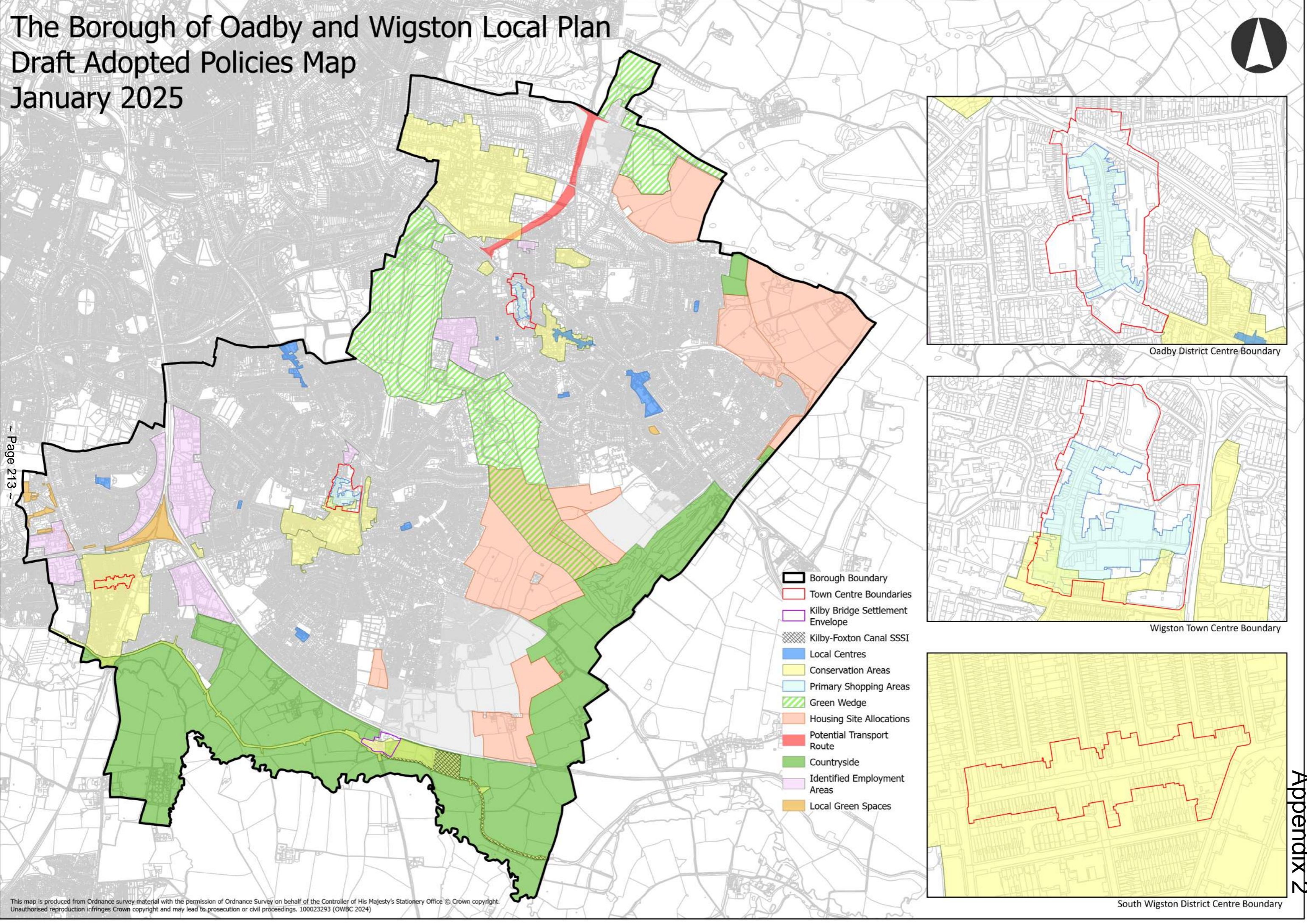
Spatial Objective	Key relevant policies	Other related policies	Target(s) / Threshold(s)	Potential risk(s) to delivery	Possible action if target is not met
	Policy 27: Development in Conservation Areas (Non-Strategic)			Unplanned growth. National policy relating to heritage assets is diluted.	Be more proactive in liaising with landowners and developers. Work closely with local groups as well as more national groups, such as Historic England.
Spatial Objective 14: Green Wedges and the Countryside	Policy 33: Green Wedges (Non-Strategic) Policy 34: Countryside (Non-Strategic)	Policy 3; Policy 25; Policy 32; policy 35.	No unplanned loss of the Green Wedge. No unplanned loss of the Countryside	National policy changes to be less protective of green infrastructure assets. Housing needs significantly increases. More undeveloped land required. Unplanned development growth.	Identify the problem and / or cause of poor performance. Consider a review of the planning policy itself. Be more proactive in liaising with landowners and developers. Stimulate demand for new green infrastructure opportunities through active promotion. Work closely with local groups as well as more national groups, such as Natural England.
Spatial Objective 15: Kilby Bridge regeneration	Regeneration Policy (RP1): Kilby Bridge Settlement Envelope (Non-Strategic)	Policy 1; Policy 2; Policy 3; Policy 5; Policy 6; Policy 12; Policy 19; Policy 23; Policy 24; Policy 25; Policy 26; Policy 30; Policy 31;	Up to 40 new additional homes across the settlement (2020 – 2041). All development built at a minimum of 30 dwellings per hectare.	Economic downturn. Unforeseen physical constraints. Unplanned growth. Tightening of finance availability.	Identify the problem and / or cause of poor performance. Consider a review of the planning policy itself. Be more proactive in liaising with landowners and developers.

Spatial Objective	Key relevant policies	Other related policies	Target(s) / Threshold(s)	Potential risk(s) to delivery	Possible action if target is not met
				Reduction in public transport services.	<p>Investigate potential funding streams for redevelopment and / or regeneration.</p> <p>Stimulate demand for new small scale housing, employment and retail opportunities through active promotion of sites.</p>

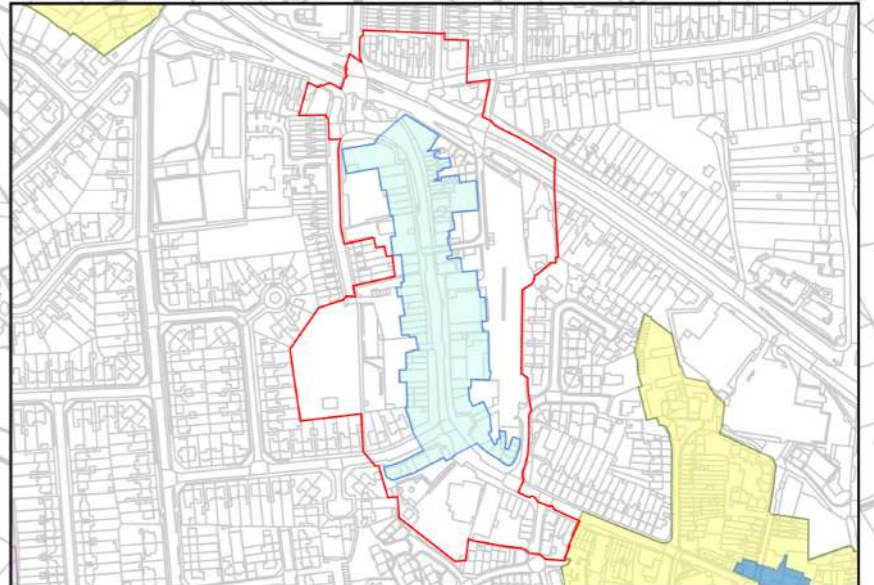
The Borough of Oadby and Wigston Local Plan Draft Adopted Policies Map January 2025



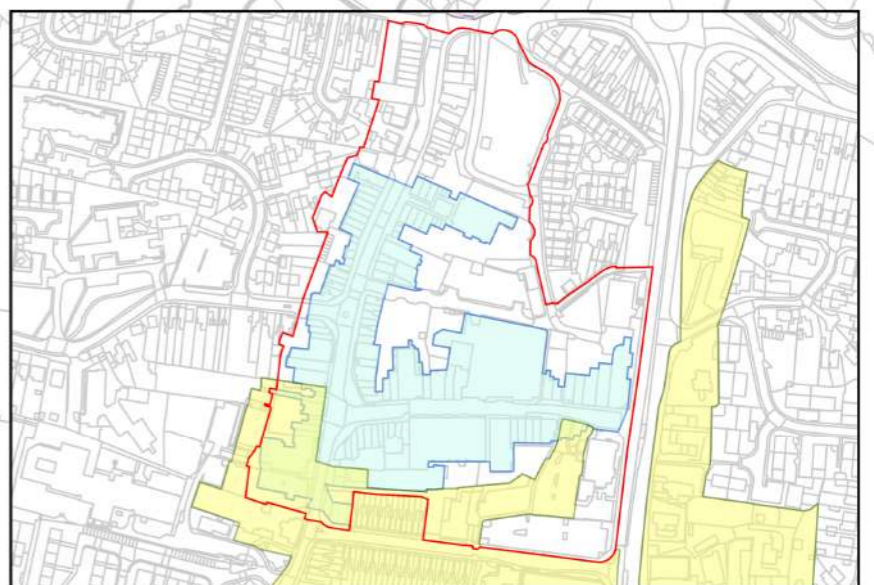
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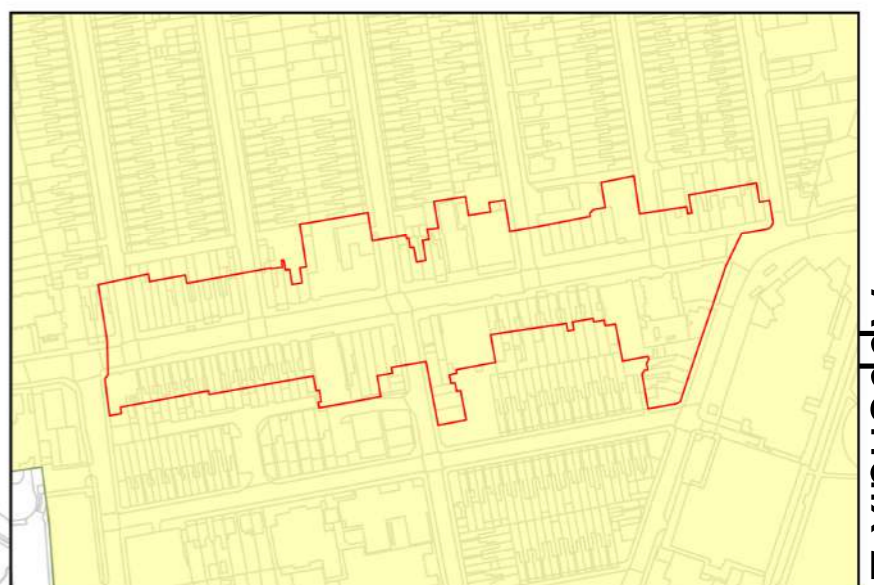
- Borough Boundary
- Town Centre Boundaries
- Kilby Bridge Settlement Envelope
- Kilby-Foxton Canal SSSI
- Local Centres
- Conservation Areas
- Primary Shopping Areas
- Green Wedge
- Housing Site Allocations
- Potential Transport Route
- Countryside
- Identified Employment Areas
- Local Green Spaces



Oadby District Centre Boundary



Wigston Town Centre Boundary



South Wigston District Centre Boundary

Appendix 2

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EQUALITY ASSESSMENT

PART 1 - INITIAL SCREENING

Name of Policy/Function:	✓	This is new
Regulation 19 Pre-Submission Local Plan Consultation Draft (January 2025)	✓	This is a change to an existing policy
		This is an existing policy, Function, not previously assessed
		This is an existing policy/function for review

Date of screening	Friday 22 November 2024
--------------------------	-------------------------

1. Briefly describe its aims & objectives

The Council is committed to building a strong, empowered and healthy community to achieve high quality planning and development.

The Borough of Oadby and Wigston emerging draft Local Plan is the overarching policy document for the authority area and sets out the vision and framework for future development for the Plan period 2020 to 2041.

Once adopted, this new Local Plan will supersede the Council's currently adopted Local Plan (2019).

2. Are there external considerations?

e.g. Legislation/government directive etc

National Planning Policy Framework (NPPF) 2023; National Planning Practice Guidance 2016; Localism Act 2011; Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

3. Who are the stakeholders and what are their interests?

Oadby and Wigston Borough Council Members and Staff; landowners and / or developers who may wish to promote the development of their land; statutory and non-statutory consultees, including all of the Borough's community.

4. What outcomes do we want to achieve and for whom?

The Regulation 19 Pre-Submission Local Plan Consultation Draft (January 2025) contains the vision, objectives and preferred policies; that seek to fulfil the vision and the objectives over the Plan period up to 2041. The Plan seeks to address needs and opportunities relating to key objectives including housing choices; the economy; the environment; community facilities; local infrastructure; climate change; and, good design.

5. Has any consultation/research been carried out?

The Council has already undertaken two previous stages of public consultation. The first was undertaken in September to November 2021, as well as more recently from April to May 2024 on the Regulation 18B Preferred Options draft. The latter of the consultations and its outcomes have helped shape the production of this Regulation 19 Pre-Submission Local Plan Consultation Draft.

6. Are there any concerns at this stage which indicate the possibility of Inequalities/negative impacts?

Consider and identify any evidence you have -equality data relating to usage and satisfaction levels, complaints, comments, research, outcomes of review, issues raised at previous consultations, known inequalities) If so please provide details.

No

7. Could a particular group be affected differently in either a negative or positive way?

Positive – *It could benefit*

Negative – *It could disadvantage*

Neutral – *Neither positive nor negative impact or not sure.*

	Type of impact, reason & any evidence
Disability	Positive – The Local Plan does not favour one particular group. It seeks that all development is accessible equally by everyone within the community.
Race (including Gypsy & Traveller)	Positive – The Local Plan does not favour one particular group. It seeks that all development is accessible equally by everyone within the community.
Age	Positive – The Local Plan does not favour one particular group. It seeks that all development is accessible equally by everyone within the community.
Gender Reassignment	Positive – The Local Plan does not favour one particular group. It seeks that all development is accessible equally by everyone within the community.
Sex	Positive – The Local Plan does not favour one particular group. It seeks that all development is accessible equally by everyone within the community.
Sexual Orientation	Positive – The Local Plan does not favour one particular group. It seeks that all development is accessible equally by everyone within the community.

Religion/Belief	Positive – The Local Plan does not favour one particular group. It seeks that all development is accessible equally by everyone within the community.
Marriage and Civil Partnership	Positive – The Local Plan does not favour one particular group. It seeks that all development is accessible equally by everyone within the community.
Pregnancy and Maternity	Positive – The Local Plan does not favour one particular group. It seeks that all development is accessible equally by everyone within the community.

8. Could other socio-economic groups be affected?

e.g. carers, ex-offenders, low incomes, homeless?

The Local Plan seeks to deliver a range of infrastructure to mitigate the impact of new development, including but not limited to, affordable housing for the Borough's community.

9. Are there any human rights implications?

Yes/No (If yes, please explain)

No.

10. Is there an opportunity to promote equality and/or good community relations?

Yes/No (If yes, how will this be done?)

Yes. New infrastructure and facilities such as sports pitches, community buildings, schools and health infrastructure improvements will be provided as part of new developments coming forward. This will be to the benefit of the whole community within the Borough. New development will also provide construction job opportunities to the Borough. New local employment opportunities will also be created.

11. If you have indicated a negative impact for any group is that impact legal?

i.e. not discriminatory under anti-discrimination legislation

No.

12. Is any part of this policy/service to be carried out wholly or partly by contractors?

The Local Plan document is prepared by the Council's Officers, however, some of the supporting evidence base supporting this Draft Plan has or will be contracted out. Any contractors commissioned to produce evidence base documents are directly appointed and project managed by Officer's in the Planning Policy team who have a good knowledge of the Council, as well as the Borough itself.

13. Is a Part 2 full Equality Assessment required?

No.

14. Date by which a Part 2 full Equality Assessment is to be completed with actions.

Not applicable.

Please note that you should proceed to a Part 2, the full Equality Impact Assessment if you have identified actual, or the potential to cause, adverse impact or discrimination against different groups in the community.

We are satisfied that an initial screening has been carried out and a full equality assessment **is not required*** (please delete as appropriate).

Completed by: Ed Morgan
(Policy/Function/Report written)

Date: 22 November 2024

Completed by: Jamie Carr
(Policy/Function/Report written)

Date: 22 November 2024

Equality Assessments shall be published on the Council website with the relevant and appropriate document upon which the equality assessment has been undertaken.

Agenda Item 8



Policy, Finance and Development Committee	Tuesday, 17 December 2024	Matter for Information and Decision
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Report Title: **Draft Development Contributions Supplementary Planning Document (SPD) for Public Consultation (January 2025)**

Report Author(s): **Peter Heath (Senior Planning Policy Officer)**

Purpose of Report:	The purpose of this report is to seek Committee’s approval to publicly consult on the Draft Developer Contributions Supplementary Planning Document (SPD) for public consultation alongside the emerging Pre-Submission draft Local Plan for a 6-week period proposed to commence Friday 10 January 2025, running until Friday 21 February 2025.
Report Summary:	<p>The current Developer Contributions Supplementary Planning Document was adopted in April 2019. As the emerging draft Local Plan is being progressed, Officers consider it an appropriate time to review and where necessary update the current Developer Contributions Supplementary Planning Document.</p> <p>Public consultation on this draft Supplementary Planning Document alongside the emerging Regulation 19 Pre-Submission Draft Local Plan document will provide clarity for both developers and the wider public on the range of contributions likely to be sought and the likely level of contributions that will be required from new developments over the Plan-period up to 2041.</p> <p>The draft document seeks to ensure that the level of developer contributions to be sought from new development reflects the current costs of delivering and maintaining infrastructure that is needed to effectively support the Borough's growing population.</p>
Recommendation(s):	That Members approve the Draft Developer Contributions Supplementary Planning Document (SPD) for the purposes of public consultation proposed to commence Friday 10 January 2025, running until Friday 21 February 2025.
Senior Leadership, Head of Service, Manager, Officer and Other Contact(s):	<p>Teresa Neal (Strategic Director) (0116) 2572 642 Teresa.Neal@oadby-wigston.gov.uk</p> <p>Adrian Thorpe (Head of Built Environment) (0116) 257 2645 adrian.thorpe@oadby-wigston.gov.uk</p> <p>Ed Morgan (Principal Planning Policy Officer) (0116) 257 2650 ed.morgan@oadby-wigston.gov.uk</p> <p>Peter Heath (Senior Planning Policy Officer) (0116) 257 2732 peter.heath@oadby-wigston.gov.uk</p>

Strategic Objectives:	Our Council (SO1) Our Communities (SO2) Our Economy (SO3) Our Environment (SO4) Our Partners (SO5)
Vision and Values:	Customer & Community Focused (V1) Collaborative & Creative (V3) Resourceful & Resilient (V4)
Report Implications:-	
Legal:	There are no implications directly arising from this report.
Financial:	There are no implications directly arising from this report.
Corporate Risk Management:	Economy / Regeneration (CR9)
Equalities and Equalities Assessment (EA):	There are no implications directly arising from this report. Initial EA Screening (See Appendices)
Human Rights:	There are no implications directly arising from this report.
Health and Safety:	There are no implications directly arising from this report.
Statutory Officers' Comments:-	
Head of Paid Service:	The report is satisfactory.
Chief Finance Officer:	The report is satisfactory.
Monitoring Officer:	The report is satisfactory.
Consultees:	None so far, however this report is seeking approval to consult with the public and other key stakeholders.
Background Papers:	Developer Contributions SPD (2019)
Appendices:	<ol style="list-style-type: none"> 1. Draft Developer Contributions Supplementary Planning Document (January 2025) 2. Equality Assessment (Initial Screening) (2024)

1. Background

- 1.1 The purpose of this draft Developer Contributions Supplementary Planning Document (SPD) is to provide further guidance and clarity on how contributions sought from new development will be negotiated on all major developments to ensure that sufficient infrastructure is put in place to meet the additional demands created by the new development and its increased population. In accordance with the National Planning Practice Guidance (NPPG), major development is defined as developments where 10 or more dwellings will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000 square metres or more, or a site of 1 hectare or more. This SPD will act as a starting point for discussions to establish what obligations will be levied, where financial contributions are required, and, how they will be calculated.

- 1.2 The draft Developer Contributions Supplementary Planning Document (SPD) seeks to ensure that the level of developer contributions to be sought from new development reflects the current costs of delivering and maintaining infrastructure that is needed to effectively support the Borough's growing population.
- 1.3 The statutory framework for planning obligations is set out in Section 106 of the Town and Country Planning Act 1990 (as amended) and, Regulations 122 and 123 of the Community Infrastructure Levy Regulations 2010 (as amended). The Council must also have regard to the Policy and guidance set out within the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG), and local planning policy contained within the Borough's Local Plan.
- 1.4 Once the draft Developer Contributions Supplementary Planning Document (SPD) has been consulted upon, finalised and adopted, it will be a material consideration when determining planning applications and should be treated as a starting point for stakeholders to understand the approach the Local Planning Authority will take in regard to planning obligations. If adopted, this Supplementary Planning Document would replace the Council's current Developer Contributions Supplementary Planning Document (adopted April 2019).
- 1.5 A Developer Contributions Supplementary Planning Document is an important document that the Council produces and must keep up to date. To do so, the Council must also ensure that the Local Plan, the Infrastructure Delivery Plan (IDP) and the Whole Plan Viability Assessment (WPVA), which all have a direct relationship with the Developer Contributions Supplementary Planning Document, are kept up to date. By doing so, the Council's ability to secure on and / or off-site planning obligations from new major developments will be greatly enhanced.
- 1.6 CIL Regulation 122(2) (as amended) states that planning obligations should only be sought where they meet the following test to show they are:
 - necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
- 1.7 In order to ensure that the three statutory tests are met, the Council requires all service delivery partners to complete and submit a 'Community Infrastructure Levy (CIL) Compliance Checklist Form' per obligation sought from new developments in the Borough.
- 1.8 One of the documents produced by the Council is an Annual Infrastructure Funding Statement (AIFS). This report sets out a) how much money has been received in the previous financial year from Section 106 agreements, b) what the funding is allocated for, c) how Section 106 monies have been spent in the previous financial year and d) what projects the Section 106 monies have been spent on. Any trends identified in the AIFS can be used to monitor how the Developer Contributions Supplementary Planning Document is being implemented and, if necessary, help to inform future amendments to the Council's approach.

2. Supporting Infrastructure Delivery in the Borough

- 2.1 One of the key objectives of this Supplementary Planning Document is to alert applicants of the likely level of planning obligations that can be expected from proposed developments, well in advance of any planning application being submitted. Applicants and / or developers can then factor these requirements into potential scheme costs at an early stage.

- 2.2 The draft Supplementary Planning Document does not present every possible circumstance and/or obligation that may be sought or taken into account, although it does provide a clear indication of the Borough Council's essential requirements from new developments. The Supplementary Planning Document also outlines the timing of payments so applicants can take into account when obligations will be sought.
- 2.3 The update also reflects changes to Building Cost Information Service (BCIS) All-In Tender Price Index since the previously published Developer Contributions Supplementary Planning Document (2019). The prices have risen by approximately 20 per cent since the current Supplementary Planning Document was adopted. The increase in contributions to be sought from new development in the Borough will now be based upon up-to-date costs.
- 2.4 The Supplementary Planning Document is proposing to increase the level of contributions to be sought towards Open Space, Sport and Recreation Facilities (incorporating Green Infrastructure). The document proposes to seek a figure proportionate to the number of bedrooms provided by each dwelling. The proposed approach is based upon up-to-date capital and maintenance costs, in accordance with the BCIS (BCIS) All-In Tender Price Index Rate, to ensure the costs included fairly reflect the local and national picture.
- 2.5 The Council's monitoring costs outlined in the draft Supplementary Planning Document have also increased to better reflect changes in Legislation putting more monitoring responsibilities on councils. Updated costs propose a fixed fee that is proportionate to the number of dwellings being built and will better recover some of the Council's expenditure whilst monitoring developments from signing of a S106 Agreement, all the way through to the final triggers being met on each new scheme.
- 2.6 The draft Supplementary Planning Document is also seeking to reflect the National Planning Policy Framework's emphasis on the importance of the timing of infrastructure provision and its delivery before or alongside new housing growth. The draft Supplementary Planning Document is therefore seeking that, where appropriate and viable, financial contributions are required to be paid in full upon commencement of the development, or when the first dwelling is complete, or when the impacts of the development that the contribution is intended to address occur, whichever is the sooner. Where contributions are paid in phases, the Council is seeking that the first payment is received in line with the above and are fully funded before the completion of last dwelling.
- 2.7 The draft Supplementary Planning Document also includes information on the following categories of infrastructure that could be impacted upon by new developments in the Borough:
- Affordable Housing
 - Air Quality
 - Community Safety and Policing
 - Health and Wellbeing
 - Leicestershire County Council Services
 - Public Realm
- 2.8 It also outlines infrastructure requirements of a number of service providers, such as:
- East Midlands Ambulance Service NHS Trust
 - Leicester, Leicestershire and Rutland Integrated Care Board (LLR ICB)
 - Oadby and Wigston Borough Council
 - Leicestershire County Council
 - Leicestershire Fire and Rescue Service

- Leicestershire Police

3. Conclusion

- 3.1 Subject to Committee approval, the draft Developer Contributions Supplementary Planning Document (SPD) public consultation period is proposed to commence on Friday, 10 January 2025 for a 6-week period until Friday, 21 February 2025.
- 3.2 Once the draft Developer Contributions Supplementary Planning Document (SPD) has been subject to public consultation, any representations that have been received will be taken account of and factored into a final version, as necessary. The final version will then be submitted to Members for approval at the next appropriate Member Committee.

Developer Contributions

Supplementary Planning Document

January 2025

Consultation Draft

Contents

1. Introduction	3
Purpose of the document	3
What are Planning Obligations?	4
What is Community Infrastructure Levy (CIL)?	5
Relationship between CIL and Planning Obligations	5
Planning Conditions	5
Section 38 and Section 278 Agreements	6
2. Policy Framework	7
National Level	7
Local Level	7
3. Procedures	9
General Approach	9
Planning Obligations	9
Pre-Application Discussions	9
Unilateral Undertakings	10
Cross Boundary Applications	10
Viability	10
Security and Timing of Payments	11
Fees	12
Monitoring and Enforcement	12
Indexation	13
4. Specific Planning Obligations Guidance by Typology	14
Affordable Housing	14
Local Requirement and Thresholds	14
Housing Choices	15
Housing Mix	15
Requirements of Specific Groups	15
Internal and external space standards	16
Viability	16
Air Quality	16
Community facilities	17
Contributions and Thresholds	17
Community Safety and Policing	18
Health and Wellbeing	19
	1

Leicestershire County Council Services.....	20
Open Space, Sport and Recreational Facilities (Incorporating Green and Blue Infrastructure).....	20
Open Space Quantity Requirements	23
Delivering Well Designed Open Spaces	24
Play and Sporting Equipment.....	24
Level of Contributions.....	25
Summary of Provision of Open Space by Ward and Typology	25
Unit Costs for Off-site Financial Contributions	26
Calculation of Financial Contribution in Lieu of On-site Provision	30
Maintenance of Open Space.....	32
Public Realm.....	32
Level of Contributions.....	32
Appendix 1 – Community Infrastructure Levy (CIL) Compliance Checklist Form	33
Ward by Ward Open Space, Sport and Recreational Facilities (Incorporated Green Infrastructure)	
Contributions per Dwelling (Based Upon Number of Bedrooms)	34
Appendix 2 – Costs for LAPs, LEAPs and NEAPs	35

1. Introduction

Purpose of the document

- 1.1 The delivery of the new Oadby & Wigston Local Plan 2020-2041 (OWLP) is underpinned by an Infrastructure Delivery Plan (IDP) which sets out the physical (cycle paths), social (primary schools) and environmental (open space) infrastructure needs associated with the plan. The policies in the plan establish the overall approach to securing planning obligations (often referred to as S106 contributions) for a range of infrastructure and are an important source of funding to ensure that the infrastructure needs of the borough are met.
- 1.2 This Developer Contributions Supplementary Planning Document (SPD) seeks to provide further guidance and clarity on how planning obligations will be negotiated in the Borough and will act as a starting point for discussions to establish what obligations will be levied and where financial contributions are required, how they will be calculated. While there are a variety of sources of funding for infrastructure, funding from planning obligations is important to the delivery of infrastructure. Each year the authority produces an annual Infrastructure Funding Statement (IFS) showing how much money the authority has received from S106 obligations, what areas it is allocated to and how monies from previous years has been spent. The recent IFS's show that the majority of S106 contributions that the Council seeks go towards the provision and maintenance of open space, sport and recreation.
- 1.3 Developer contributions are required to mitigate the impacts of development and make a proposal acceptable in planning terms. Contributions are often secured through a section 106 agreement, which allows the Local Planning Authority (in this case Oadby & Wigston Borough Council) to enter into a legal agreement with a developer to secure a commitment related to planning approval where it is necessary to mitigate the impact of development. This could relate to how development is carried out or to secure the direct provision of infrastructure on-site. If on-site delivery is not possible, a financial contribution in lieu of on-site provision can be secured via S106 agreements. To be lawful, S106 agreements have to meet certain tests set out in the Community Infrastructure Levy regulations (these are set out below).
- 1.4 Contributions levied through legal agreements will set out specifically what funding should be secured and for what purpose that funding should be spent. Once agreed, funding must be spent in accordance with the agreement. However, S106 agreements can be varied where both the developer and the local planning authority agree via a section 73 planning application, or where a new planning application is submitted and approved that would allow the renegotiation of the original S106 agreement.
- 1.5 Once finalised and published, this document will replace Oadby and Wigston Borough Council's Developer Contributions SPD (2019) and its supporting evidence.
- 1.6 This guidance does not present every possible circumstance and / or obligation that may be sought or taken into account, although it does provide a clear indication of the Borough Council's essential requirements from new developments in respect of planning obligation requirements and costs that will be sought at an early stage in the development process. The Borough Council will seek to engage with the applicant and / or developer on all qualifying applications at an early stage so that appropriate provision when formulating costs and undertaking financial appraisals can be made and taken into account.

- 1.7 In accordance with the National Planning Practice Guidance¹ (NPPG), qualifying sites where contributions should be sought are those considered to be major development. Major development is currently defined as developments where 10 or more dwellings will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000 square metres or more, or a site of 1 hectare or more. The most up to date threshold set out in Government guidance will be used.
- 1.8 Since the introduction of the Community Infrastructure Levy Regulations 2010 (as amended) (CIL Regulations), applicants and / or developers are expected to contribute towards the provision of infrastructure on qualifying developments through any or a combination of the following mechanisms;
- Paying a Levy through CIL (if adopted at a local level);
 - S106 obligations;
 - Unilateral undertakings;
 - Planning conditions; and,
 - S278 highway contributions.
- 1.9 The CIL Regulations mean that since 6 April 2015, the use of Section 106 planning obligations has become more restricted. All service providers are only able to seek planning obligations that satisfy the three tests as per CIL Regulation 122(2) (as amended by the 2011 and 2019 Regulations)² and deliver a specific infrastructure project or type of infrastructure. Changes were made to the Community Infrastructure Levy Regulations through the Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019 which came into force on 1 September 2019.
- 1.10 The guidance in this document is therefore provided within the parameters of the existing CIL Regulations and National Planning Policy and Guidance, together with the Council's Local Plan policies. The guidance set out within this SPD must always primarily seek to accord with the appropriate nationally set, statutory, legislation. Should Government make future changes to the Regulations that impact upon the way the Council seeks developer contributions in the Borough, the Council must always refer to nationally set policy.

What are Planning Obligations?

- 1.11 Planning obligations are used to mitigate the impacts of a development proposal and must be secured by either a planning agreement made under planning legislation (Section 106 of the Town and Country Planning Act 1990 (as amended)) or a unilateral undertaking. Planning obligations should only be used where it is not possible to address unacceptable impact of the new development through a planning condition (NPPF).
- 1.12 CIL Regulation 122(2) (as amended by the 2011 and 2019 Regulations) states that planning obligations should only be sought where they meet the following test to show they are:
- necessary to make the development acceptable in planning terms;

¹ National Planning Practice Guidance (Planning obligations, Paragraph: 023 Reference ID: 23b-023-20190901)

² <https://www.legislation.gov.uk/ukxi/2010/948/regulation/122>

- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

What is Community Infrastructure Levy (CIL)?

- 1.13 The Community Infrastructure Levy (CIL) came into force on 6 April 2010, and it 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. Development would be liable for a charge under CIL if a Local Planning Authority has chosen to set a charge in its area. Once adopted, CIL is a fixed, non-negotiable, enforceable charge placed upon all qualifying new developments in the relevant administrative area.
- 1.14 The Council has assessed the option of developing a Community Infrastructure Levy charging schedule. Assessments have deemed that negotiating planning obligations through the use of Section 106 Agreements are currently the most appropriate and viable method for delivering infrastructure in the Borough of Oadby and Wigston. 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 accordingly, should circumstances change.

Relationship between CIL and Planning Obligations

- 1.15 The Government currently intends CIL to provide infrastructure to support development, rather than to specifically make individual development proposals acceptable in planning terms. Government guidance indicates that site specific mitigation will still be sought through the negotiation and use of planning obligations. The 2019 amendments to the regulations removed the previous limitations on the pooling of more than five planning obligations towards the provision of a single piece of infrastructure. Therefore, subject to meeting the three tests mentioned above, authorities can use funds from both the CIL and S106 planning obligations towards the same piece of infrastructure without limitations of any previous obligations.

Planning Conditions

- 1.16 As set out within National Planning Practice Guidance (NPPG), *'when used properly, conditions can enhance the quality of development and enable development to proceed where it would otherwise have been necessary to refuse planning permission, by mitigating the adverse effects. The objectives of planning are best served when the power to attach conditions to a planning permission is exercised in a way that is clearly seen to be fair, reasonable and practicable. It is important to ensure that conditions are tailored to tackle specific problems, rather than standardised or used to impose broad unnecessary controls'*.
- 1.17 As set out in the NPPF, planning conditions are attached to individual planning permissions where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Planning conditions tend to set out details or required standards, timeframes, and works which must be carried out at prescribed stages in the development process. They may also require further details to be submitted at a specific stage in order to make a proposal acceptable.

Section 38 and Section 278 Agreements

- 1.18 Where a development requires works to be carried out on the existing adopted highway, an Agreement will need to be completed between the developer and Leicestershire County Council (the Highways Authority) under Section 38 of the Highways Act 1980 or Section 278 of the Highways Act 1980. Examples of such works could include the construction of a new access; junction improvements on the highway; or safety related works such as traffic calming or improved facilities for pedestrians and cyclists. However, should CIL be charged in an area, the CIL Regulations prohibit CIL being spent on a highway scheme where a Section 38 or Section 278 agreement has already been entered into.

2. Policy Framework

National Level

- 2.1 The statutory framework for planning obligations is set out in Section 106 of the Town and Country Planning Act 1990 (as amended); the Community Infrastructure Levy Regulations 2010 (as amended). The Council will also have regard to the Policy and guidance set out within the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG).
- 2.2 The National Planning Practice Guidance on Planning Obligations in paragraph 004 is clear that *“it is not appropriate for plan-makers to set out new formulaic approaches to planning obligations in supplementary planning documents or supporting evidence base documents, as these would not be subject to examination. Whilst standardised or formulaic evidence may have informed the identification of needs and costs and the setting of plan policies, the decision maker must still ensure that each planning obligation sought meets the statutory testes set out in regulation 122. This means that if a formulaic approach to developer contributions is adopted, the levy can be used to address the cumulative impact of infrastructure in an area, while planning obligations will be appropriate for funding a project that is directly related to that specific development.”*
- 2.3 While the Council recognises the advice set out in the NPPG, this SPD has been prepared to be clear to applicants about the starting point from which the Council will establish the required financial contributions, based upon the policy requirements set out in the Local Plan. Therefore, where formula based approaches are included in the SPD, they should be considered as a starting point to understand the likely costs of mitigating development and be used to inform how S106 agreements will be established. In recognition of the position of the NPPG, the Council will give careful consideration to the weight to be given to formulaic approaches highlighted in the SPD and considers the advice set out in the SPD to be a reasonable starting point in negotiations.
- 2.4 The NPPG also sets out the clear expectation that viability assessments should be made publicly available other than in exceptional circumstances. It also states that an ‘existing use value plus’ (EUV+) approach should be taken to land value assumptions in viability assessments. This is based on the existing use value of the land plus a suitable premium for the landowner.

Local Level

- 2.5 The statutory Development Plan for the Borough comprises of the Oadby and Wigston Local Plan. The Local Plan contains both strategic and development management based policies for the Borough, and includes allocations, including those for housing and employment land. The Local Plan’s Spatial Strategy sets out how the Council will deliver its Objectively Assessed Need (OAN) for both housing and employment, as established by the Leicester and Leicestershire Housing and Economic Needs Assessment. Other key planning policy and supporting evidence base documents include:
 - Supplementary Planning Documents (SPDs). SPDs expand upon and / or provide further detail in relation to policies contained within Development Plan Documents.
 - The Infrastructure Delivery Plan (IDP). The IDP is a ‘live’ document adjusted over time and contains projects required to support Local Plan Policy including that related to Infrastructure and Developer Contributions.

- A number of other evidence based documents, enabling the effective delivery of infrastructure in the Borough.

2.6 The Council's Local Development Scheme (LDS)³ sets out the latest programme for the preparation of all of the key local planning policy documents.

³ A copy of the Council's most up to date LDS can be viewed on the Council's website at https://www.oadby-wigston.gov.uk/pages/local_development_scheme

3. Procedures

General Approach

- 3.1 Once adopted, this Developer Contributions SPD will comprise the Council's approach to seeking developer contributions from qualifying new developments in the Borough. It also sets out details of how external service providers will also have the opportunity to seek planning obligations in accordance with the Regulations from new qualifying development.

Planning Obligations

- 3.2 Planning obligations for infrastructure on major development will be secured via a S106 Agreement to mitigate the direct impacts of the proposal, provided the obligations sought satisfy the statutory tests as set out in the CIL Regulation 122(2).
- 3.3 In order to ensure that developer contribution requests via Section 106 Agreements satisfy the three statutory tests, all planning obligation requests sought by signatory and non-signatory providers will be submitted in a timely manner and subsequently discussed at the Council's internal Section 106 Working Group that meets on a regular basis. It is important to note that all submitted planning obligation requests sought by signatory and non-signatory providers to be included within the relevant Section 106 Agreement must be accompanied by a completed 'CIL Compliance Checklist Form', as included in Appendix 1 of this SPD.
- 3.4 Should it be necessary, the Council's Section 106 Working Group may request further evidence to ensure that the Council is satisfied that the planning obligation(s) sought by signatory or non-signatory service providers comply with the three statutory CIL tests, as per CIL regulation 122(2). In such circumstances, the designated Case Officer for the relevant planning application will liaise directly with the relevant agency, before it is determined by the Council whether an obligation satisfies the three tests and can therefore be put forward for inclusion within the Section 106 Agreement.
- 3.5 The Council and all other key agencies will use planning obligations to:
- Secure general planning requirements that are necessary to allow the development to be permitted and where this cannot be achieved by way of planning conditions;
 - Ensure that there is satisfactory infrastructure to allow the development to proceed and that the infrastructure provided will be maintained for a prolonged period; and
 - Offset relevant adverse impacts from the development where the proposal might otherwise have been refused because of those adverse impacts.

Pre-Application Discussions

- 3.6 For all new developments, applicants and / or developers are encouraged to engage with the Council at the earliest opportunity. It is the Council's strong preference, particularly when applications and associated planning obligations of a larger scale and / or more complex, that negotiations occur and agreement on Heads of Terms is achieved, prior to the submission of a planning application. Pre-application discussions can help to resolve potential problems and issues which may otherwise delay the determination of a planning application once validated.

Unilateral Undertakings

- 3.7 In cases where a planning obligation is only required to deal with financial contributions, an alternative option available is to make a Unilateral Undertaking. A Unilateral Undertaking is a simplified version of a Section 106 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 the applicants and the Council.
- 3.8 A Unilateral Undertaking will consist solely of the payment of financial contributions, to be paid at agreed stages, but usually on the granting of planning permission and / or prior to or at different stages of development completion. This approach allows applicants for small schemes to reduce the legal costs and avoid potential delays often associated with S106 legal agreements.

Cross Boundary Applications

- 3.9 Where an application site falls partly within another neighbouring local planning authority area, the Council will, as far as possible, seek to coordinate proportionate planning obligation requirements with that authority. However, should an agreement not be reached, the Council will seek obligations from the portion of the site that falls within the Council's administrative boundary, only.

Viability

- 3.10 One of the key objectives of this SPD is to alert applicants of the likely level of planning obligations that can be expected from proposed developments, well in advance of any planning application being submitted. Applicants and / or developers can then factor these requirements into potential scheme costs at an early stage.
- 3.11 In accordance with the National Planning Practice Guidance (NPPG), the Council will ensure that when seeking planning obligations, the combined total impact will not threaten the overall viability of the sites and scale of development identified in the Development Plan. However, in paragraph 007 of the National Planning Practice Guidance on Viability it is clear that *"Where up-to-date policies have set out the contributions expected from development, planning applications that fully comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. Policy compliant in decision making means that the development fully complies with up to date plan policies. A decision maker can give appropriate weight to emerging policies."*
- 3.12 The Local Plan is underpinned by a viability appraisal. The appraisal made some assumptions about a level of planning obligations that can be achieved per dwelling. It showed that greenfield sites have higher levels of viability than brownfield sites. The appraisal shows that the Council must continue to engage with site promoters in regard of viability matters and may have to consider potentially accepting a lower level of affordable housing or a lower provision of policy requirements in areas where viability is challenging. The Council will take a pragmatic approach to supporting the delivery of development and will consider viability matters on a case-by-case basis as necessary.
- 3.13 In the event of a disagreement arising about the financial viability and the level of planning obligations sought for a scheme, the applicant would be expected to provide the Council with clear, transparent, and robust evidence to support their case. In most instances, this would involve the

Council reaching an understanding based upon the submission of a detailed open-book financial appraisal undertaken by an independent assessor. Should there be any dispute as to the conclusions of the applicants financial appraisal, the Council will undertake an independent review of the assessment, at the cost of the applicant. For situations where there are significant financial contribution requests from other public bodies responsible for providing infrastructure (including Leicestershire County Council), the Borough Council will expect that body to be actively involved in this assessment process and its conclusions. In all cases, the Council will require this evidence to be submitted and agreed in a timely manner, prior to the determination of the planning application in question.

- 3.14 If deemed appropriate by the Council, S106 Agreements can take account of the viability lifecycle of a development. Should exceptional circumstances warrant its inclusion, a developer may be requested to set out their 'predicted profitability levels' for the lifecycle of the development proposal. In such circumstances and on the basis of an agreed open book appraisal prior to the determination of an application, it can be a requirement of the initial S106 Agreement for there to be a second viability appraisal (and subsequent amended S106 Agreement) at some point during the course of the development, for example, after three years. If the results of the second viability appraisal show:
- That the predicted profitability levels have increased, then the Council will have a right to an overage, i.e. a further payment/provision of infrastructure or affordable housing to that already secured in the S106 Agreement;
 - That the predicted profitability levels have stayed the same, then there will be nothing further to do with the S106 Agreement;
 - That the predicted profitability levels have decreased, then the Council will negotiate further with the applicant concerning planning obligations.
- 3.15 All costs incurred by the Council in financial appraisals and viability assessments are to be met in full by the applicant, developer, and / or landowner(s) specified on the S106 Agreement.

Security and Timing of Payments

- 3.16 Financial contributions (apart from fixed legal costs and standard administrative fees which are usually paid prior to the completion of the agreement) will need to be paid prior to the commencement of the development that has planning permission or in accordance with the agreed programme of staged payments, as per the 'triggers' set out within the signed Section 106 Agreement.
- 3.17 The applicant should make a note of all of the corresponding triggers or payment dates for all of the planning obligations included within the S106 Agreement, prior to the signing of that legally binding contract. Generally, financial contributions will be required to be paid in full upon commencement of the development, or when the first dwelling is complete, or when the impacts of the development that the contribution is intended to address occur, whichever is the sooner.
- 3.18 There may be circumstances where contributions are paid in phases with triggers at appropriate stages of the development. S106 Agreements will include set trigger points for when payments of financial contributions become due, as well as outline the timescales for spending them.

- 3.19 The Council will be notified by the developer once a development has commenced. From then on, the Council will monitor the site throughout the year and notify the developer when a contribution is due in accordance with the triggers set out in the related S106 Agreement.
- 3.20 The Council will calculate the total financial contribution payable, including any interest and/or indexation due, and will invoice the developer.
- 3.21 The invoice issued will be subject to the Council's standard payment terms. Upon receipt of the financial contribution, it will be held in a specific account by the Council before being transferred to the relevant internal departments or third parties (e.g. other public sector body, external service provider etc.) responsible for spending the contribution.
- 3.22 A S106 Agreement may include a clause detailing how and when any unspent funds will be returned. In the case of a unilateral undertaking, there cannot be any requirement on the Council to return any unspent monies in such circumstances. All receipts and spending of financial contributions will be recorded and monitored by the Council's Senior Management Team, via the Council's Section 106 Working Group.
- 3.23 An appropriate mechanism is needed to ensure that any facilities that are funded by developer contributions remain in use and are useable for their intended community benefit for at least 15 years. As such, any funds secured towards the provision of extensions to; improvements of; or, development of new facilities will be subject of an agreement with the relevant service delivery provider(s). All service delivery providers that benefit under these circumstances would be required to repay funds (on a pro rata basis) if the facility does not continue for 15 years after completion. For example, if a facility ceases after 5 years of having been completed, 10 years' worth of contributions will be returned to the developer, with interest.
- 3.24 Please note that financial contributions payable to Leicestershire County Council (i.e. those relating to highways, education, biodiversity net gain, relevant administrative and / or monitoring fees etc) will be subject to the County Councils own process. Applicants or developers are advised to refer to Leicestershire County Council's Planning Obligations Policy (available online) or to contact the Leicestershire County Council's Development Contributions Officer for further information. For further details, please refer to the Leicestershire County Council Services section of this document.

Fees

- 3.25 The Council's legal costs of preparing legal agreements will be covered by the applicant or developer. These costs will be based on an hourly rate and will depend upon the complexity of the agreement and the length of time taken to settle the draft and proceed to completion. The Council will therefore require the applicant or developer to provide a 'cost undertaking' to pay for the Council's reasonable fees, even in the event that the agreement is not completed. Standard Unilateral Undertakings will be subject to an administration charge covering the Council's legal costs and if necessary, the transfer of money to third parties.

Monitoring and Enforcement

- 3.26 The Council monitors all of its own Planning Obligations (as well as non-signatories) and will work with developers to ensure that financial contributions and non-financial obligations are delivered on-time. To cover the Council's costs in monitoring planning obligations, the monitoring fees outlined in Table 1 will be applied to all legal agreements that incorporate monetary or non-monetary planning

obligations to be paid to or to be to the benefit of the Borough Council. This includes Deed of Variation legal agreements.

Table 1. Monitoring Fees

Number of dwellings (net additional units)	Estimated number of hours monitoring at £100.00 per hour	Monitoring fee (£) to be paid to OWBC
0 - 9	Nil	Not applicable.
10 - 24	0 – 5 hours	£500.00
25 - 49	5 – 10 hours	£1,000.00
50 - 99	10 – 15 hours	£1,500.00
100 - 249	15 – 20 hours	£2,000.00
250 - 499	20 -25 hours	£2,500.00
500 - 749	25 - 30 hours	£3,000.00
750 - 999	35 - 40 hours	£4,000.00
1000 and over	40 - 50 hours	£5,000.00

- 3.26 For all other non-domestic new development(s) where monetary or non-monetary planning obligations are to be sought by the Borough Council as per their inclusion within the relevant legal agreement, a standard monitoring fee of £250.00 per planning obligation will be applied.
- 3.27 Where there is evidence of non-compliance with a Planning Obligation (such as the non-payment of financial contributions, failure to comply with an obligation, or failure to notify the Council of an event as required), the Council will seek to recover all reasonable administration and enforcement costs incurred. This could include, for example, costs incurred during site visits, the recovery of any unpaid monies and/or correspondence. If it is clear to the Council's Section 106 Working Group that obligations within an agreement are not being complied with, the Council's Senior Management Team will instruct the Council's Legal Team to take appropriate action to secure compliance.

Indexation

- 3.28 Financial contributions are generally based upon the costs of providing infrastructure. Financial contributions, including monitoring fees, will therefore be indexed (i.e. index-linked to inflation) to ensure that they retain their original 'real value'. The base date on which to calculate indexation will be from Quarter 2 2024, as this is the time period when the costings in this document date. Exact details will be set out in the legal agreement.
- 3.29 Where a formula has been used for the calculating a contribution, any cost figures used will be updated regularly to take account of inflation (Building Cost Information Service, BCIS). The cost figures are the sums required at the time of negotiation. The County Council may also adjust payments, but these might be subject to different measures of inflation.

4. Specific Planning Obligations Guidance by Typology

- 4.1 This section gives specific advice for various types of infrastructure commonly required by the Council to support new development. As stated previously, this document does not cover every circumstance and / or planning obligation that may be needed to make a new development acceptable in planning terms. However, in all cases the Council will ensure that the infrastructure sought complies with the three statutory tests as contained within CIL Regulation 122 (2):

‘A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- (a) necessary to make the development acceptable in planning terms;*
- (b) directly related to the development; and*
- (c) fairly and reasonably related in scale and kind to the development’.*

- 4.2 The Council will give consideration to the cumulative impact of a proposal, particularly if a proposed new development is likely to come forward in staged phases or if it is adjacent to or near another proposed new development. Applicants are always encouraged to engage with the Council at the soonest of opportunities to understand what the likely infrastructure requirements for a proposed scheme may be and how these will be sought.
- 4.3 All submitted planning obligation requests sought by signatory or non-signatory providers to be included within the relevant Section 106 Agreement must be robustly justified and accompanied by a completed ‘Community Infrastructure Levy (CIL) Compliance Checklist Form’, as included in Appendix 1 of this SPD.

Affordable Housing

- 4.4 As with most areas within the UK, the Borough of Oadby and Wigston has an affordable housing need. The Local Plan, together with its supporting evidence, recognises the need for affordable homes, and aims to ensure that the Council is well placed to maximise investment by registered providers and to respond to opportunities as they arise. In addition, the provision of affordable homes is a priority for the Council as it recognises the important role that such provision plays in providing homes for all within its local communities.
- 4.5 The NPPF defines affordable housing⁴ as housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the definitions set out in Annex 2 of the NPPF.

Local Requirement and Thresholds

- 4.6 Chapter 6 of the Local Plan deals with Housing. The Local Plan Policy covering Affordable Housing gives a full explanation of the Council’s requirements. In summary, affordable housing will be required at the following minimum targets which have been informed by the Council’s current

⁴ Annex 2 of the National Planning Policy Framework (NPPF) – Affordable Housing definition:
https://assets.publishing.service.gov.uk/media/669a25e9a3c2a28abb50d2b4/NPPF_December_2023.pdf

Whole Plan Viability Assessment. As portions of new homes cannot be delivered, and to ensure needs are fully met it should be noted that all decimals will be rounded up to the nearest whole number of affordable dwellings required from each qualifying development scheme:

- 20% on Greenfield Sites (allocations); and,
- 10% on brownfield sites

- 4.7 In accordance with the NPPF, to support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount⁵. For further guidance on qualifying developments, applicants are advised to refer to relevant advice within National Planning Practice Guidance (NPPG).
- 4.8 All development sites that provide affordable homes, will require ‘tenure blind’ provision, meaning there should be no discernible difference between affordable housing tenures and / or market housing. Affordable housing should not be clustered, but instead be well integrated around the neighbourhood and sensitively located with the aim of achieving sustainable communities that are intermixed. The Council will be flexible and pragmatic on this clustering approach when considering certain site constraints or scheme densities if there is robust and justified reasoning for doing so. Applicants are encouraged to engage in pre-application or early discussions with the Council as part of a full planning application to reach agreement over the most appropriate approach for a scheme.
- 4.9 In the event that the Council accepts that there are exceptional circumstances that merit the payment of a commuted sum in lieu of on-site affordable housing provision, it will be calculated on the basis of the mix of tenures and sizes that the Council considers would have been appropriate for the site. The sum payable to the Council will be of a value similar to the cost of the Council providing the required new affordable homes off-site. Off-site costs, will either be equivalent to the Council buying equivalent market stock or purchasing land and building equivalent new stock. If required, the commuted payment will be calculated by an independent viability assessor, at the cost of the applicant.

Housing Choices

Housing Mix

- 4.10 Further detail on the Council’s approach to Housing Choices is set out in the Local Plan. In summary, the Council will expect all residential development to positively contribute towards delivering a mix of housing size, types, tenure and deliver a range of flexible accommodation choices that can adapt to the local needs of the community, whilst having regard to the nature of the development site and existing housing mix within the immediate area.

Requirements of Specific Groups

⁵ Equivalent to the existing gross floorspace of the existing buildings. This does not apply to vacant buildings which have been abandoned.

- 4.11 The Housing Choices Policy includes a requirement that new build homes comply with Part M Building Regulations Standard M4(2) Category 2: Accessible and Adaptable Dwellings (or equivalent replacement standards) and Standard M4(3)(2)(a) Category 3: Wheelchair Adaptable (or equivalent replacement standards).
- 4.12 The development of bungalows, ground floor accommodation, specialist care accommodation, elderly care accommodation and retirement accommodation that meets an identified need and is proposed in appropriate sustainable locations will be expected.
- 4.13 It is expected that all new residential development proposals demonstrate how they contribute to achieving the identified needs of the Borough as set out within Chapter 12 of the Housing and Economic Needs Assessment (2022), as well as the Council's current Housing Strategy. In some cases, the Council may also seek to secure a small number of more specialist housing units which will provide accommodation for those with support needs. These will be sought in areas which are deemed to be appropriate and in discussions with applicants at an early stage.

Internal and external space standards

- 4.14 New dwellings across all tenures will be expected to meet as a minimum, the Government's Nationally Described Space Standards (or any subsequent Government update) for internal floor areas and storage space.

Viability

- 4.15 Further detail of how the Council will assess viability is set out in Section 3 of this SPD.

Air Quality

- 4.16 Promoting sustainable development is a key focus of National Planning Policy and has been addressed by a number of Local Plan policies including those relating to Sustainable Transport and Initiatives; Climate Change; Flood Risk and Sustainable Water management; Preventing Pollution; Renewable and Low Carbon Energy; Active Design and Travel; Car Parking and Electric Vehicle Charging; and, Infrastructure and Developer Contributions.
- 4.17 The Council is aware of the need to consider the effects of development on air quality, and how it can contribute towards improvements to mitigate adverse impacts. The Borough's geographical location means that reducing travel by car and managing traffic congestion is a major challenge. Maximising the opportunity to shift from dependency on cars to more sustainable modes of transport is also identified as a priority for the Council.
- 4.18 The Local Plan seeks to ensure that where it is reasonable to do so, all new development proposals should be designed to facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking, cycling and wheeling.
- 4.19 If the Council has a justified reason to be concerned about the potential level of harmful emissions or pollutants that will be created as a result of proposed major development, the Council will expect measures that offset any potential increase and will either seek an appropriate on or off site mitigating project or a financial contribution towards any of the following types of schemes:
- Dust control during construction;

- Site monitoring/plant emissions;
- Improved access to public transport;
- The provision of on and / or off site facilities for cycling and walking;
- The management of car parking;
- Traffic management;
- Road infrastructure;
- Green Travel Plans;
- On or off-site equipment for the monitoring of air pollution.

4.20 The Council will discuss these concerns with the applicant during the application process.

Community facilities

4.21 Community Facilities (sometimes referred to as Community Assets) are defined as buildings or spaces where community led activities for community benefit are the primary use and the facility is occupied or used primarily by the voluntary and community sector. Community facilities can be located in a wide range of venues and can include purpose-built structures such as:

- Community halls and village halls;
- Places of worship;
- Health centres;
- Schools; and,
- Cultural and heritage assets such as museums, libraries, theatres, post offices, nationally or locally listed buildings, and, public houses.

4.22 These can also include converted houses, flats, shops, scout and / or guide huts and rooms or halls attached to faith buildings.

4.23 To plan for sustainable communities successfully, there should be good access to a choice of social, cultural, youth and sporting facilities. Such opportunities are often provided by community or voluntary organisations and the Council actively encourages a wide range of providers within the area. New development can often have a direct and considerable impact upon these activities, placing additional demand on the existing facilities and often creating a need for new facilities. For a comprehensive assessment of the current level of facilities available and future supply and demand needs for facility provision in the Borough, please refer to the Indoor and Built Facilities Assessment and Strategy (2024).

Contributions and Thresholds

4.24 In accordance with the Community Facilities Policy in the Local Plan, the Council will expect all new major development to contribute towards the provision of new community facilities or the improvement / expansion of existing facilities where there is not enough existing spare capacity to meet the needs generated by the new development. This may include financial contributions and / or the provision of land and buildings to enable new community facilities to be provided, or, for existing facilities to be extended or improved.

4.25 Developments may generate the need for a new community facility as a resource to meet the needs of the new community. In this circumstance, a developer would be expected to make a contribution

which may take the form of a suitable site and meet the construction costs of a new building to a specification agreed at the time of determining the application.

- 4.26 Adequate provision of local facilities is important in order to meet the additional demands arising from new developments. Off-site financial contributions will be sought and pooled to deliver the following types of projects which increase the capacity and access to community facilities, including:
- Upgrading of current community facilities, to increase their use;
 - New community facilities;
 - Extensions of existing community facilities;
 - Feasibility studies (associated with identified and evidenced CIL compliant capital projects);
 - Professional costs (associated with identified and evidenced CIL compliant capital projects);
 - Refurbishment of community facilities to increase their use and capacity;
 - Provision of facilities for people with disabilities; and
 - Improvement of access to community facilities.
- 4.27 Some of the new development that comes forward in the Borough of Oadby and Wigston is at a smaller scale, yet all qualifying sites will be expected to similarly contribute to community needs generated by additional development, by helping to expand capacity or develop existing levels of provision. At the time of a planning application being received, the Borough Council will engage with the key Officers and refer to the Infrastructure Delivery Plan (IDP) for evidence of required identified infrastructure projects.
- 4.28 Contributions will be sought towards the creation of new and / or enhancement of existing community facilities in the vicinity of new development(s) where the proposed development will have a direct relationship with a community facility scheme identified within the Council's Infrastructure Delivery Plan (IDP).
- 4.29 In exceptional circumstances, contributions arising from non-residential developments may also be sought should it be evident that the scale and type of the development proposed is likely to place an additional demand upon the existing community facilities. For example, specialist residential or day care institutions may be required to provide on-site facilities or off-site contributions as appropriate.
- 4.30 The level of financial contributions sought will reflect the character and context of the projects required, the scale of the new proposed development that requires mitigation, and, will be negotiated on a case-by-case basis. If the Council requires the assistance of an independent party during negotiations, this will be done at the applicants cost.

Community Safety and Policing

- 4.31 The East Midlands Ambulance Service NHS Trust (EMAS), Leicestershire Fire and Rescue Service and Leicestershire Police may request developer contributions from qualifying developments to meet the additional costs to deliver their respective emergency service provision.
- 4.32 In accordance with the High Quality Design and High Quality Materials Policy in the Local Plan, the Council will expect all new developments and major refurbishments to create inclusive places that design out opportunities for anti-social behaviour and crime, as well as create connected places by

ensuring that developments fit well with existing routes by avoiding dead ends and convoluted routes, allow integration with the wider settlement, and, link to existing services and facilities.

- 4.33 The emergency services will be required to robustly demonstrate to the Council through sufficient evidence that there is a need for additional community safety and policing infrastructure in order to make a new development acceptable.
- 4.34 Contributions may be sought from qualifying residential schemes of all new major developments, provided there is a justified need to seek contributions and that the proposed infrastructure scheme(s) to be funded are CIL compliant and in accordance with the Infrastructure and Developer Contributions Policy in the Local Plan. Contributions may also be sought from qualifying non-residential schemes, depending upon the likely impact of the new development. The level of financial contributions sought will reflect the character and context of the works required and will be negotiated on a case-by-case basis.

Health and Wellbeing

- 4.35 Improving public health and wellbeing is one of the principle overarching objectives for any growing community and delivering wellbeing for all is included as one of the Council's key objectives for the Borough of Oadby and Wigston. Therefore, the Improving Health and Wellbeing Policy, together with the Sustainable Transport and Initiatives Policy and Active Design and Travel Policy in the Local Plan seek to meet this objective by increasing levels of walking and cycling, encouraging more active lifestyles, reducing harmful transport emissions and by improving access to local healthcare provision.
- 4.36 To ensure this objective is deliverable, the Council will consult and continue to work closely in partnership with NHS Leicester, and the Leicestershire and Rutland Integrated Care Board (LLR ICB) on future development plans in order to continually assess long term health planning within the Borough.
- 4.37 Where it can be clearly demonstrated that there is not existing spare capacity to serve the population of a new residential development, developers will be expected to contribute towards the provision of additional health care infrastructure to meet that need. This may include financial contributions and / or the provision of land and buildings, or, the upgrading or extension of existing facilities that will serve that development and therefore enable the greater accessibility to CIL compliant health infrastructure facilities that will serve the new development's population.
- 4.38 For all qualifying residential developments, where appropriate infrastructure schemes have been identified, financial or in-kind contributions may be sought towards the delivery of new, improved, and / or, the extension of existing healthcare facilities.
- 4.39 Many primary care practices are run as independent businesses and therefore, an appropriate mechanism is needed to ensure that any healthcare facilities that are funded by developer contributions remain in community use for at least 15 years. As such, any funds secured towards the provision of extensions / improvements or new facilities will be subject of an agreement with the individual practices.

Leicestershire County Council Services

- 4.40 Leicestershire County Council (LCC) is legally entitled to be a signatory to all Section 106 Agreements that are negotiated in the Borough of Oadby and Wigston, as well as enforce all relevant planning obligations as part of those relevant agreements.
- 4.41 The County Council is responsible for the delivery of a number of crucial services throughout the County of Leicestershire. Where the County Council has a justified reason to seek contributions towards CIL compliant infrastructure projects, requests for planning obligations towards services may be submitted. Examples of such services include, but are not limited to:
- Schools
 - Roads and transportation
 - Social care
 - Libraries
 - Waste management facilities
- 4.42 The County Council's Leicestershire Planning Obligation Policy sets out the approach for seeking planning obligations in Leicestershire. This document explains the level and types of infrastructure which may be sought to address the impacts of a new development.

Open Space, Sport and Recreational Facilities (Incorporating Green and Blue Infrastructure)

- 4.43 Proposals for all new major developments will be expected to contribute towards open space, sport and recreation facilities in accordance with all relevant Local Plan Policy. Proposals for new residential development should contribute to the provision and / or enhancement of open space in areas where there is a deficiency in provision, or poor quality of open spaces. This provision could be either on or off-site depending on the scale and nature of development and the level and quality of existing facilities in the local area.
- 4.44 On-site provision of open space should provide at least the requirements as set out below in Table 2 and off-site contributions towards open space provision should be consistent with the Council's approach, as set out further in this section of the SPD.
- 4.45 The previous requirements on locally based open space have been very successful in providing the appropriate levels of open space within the Borough. The Council is taking into account recommendations to continually provide open space typologies as set out in the Open Space and Recreational Facilities Study (2024) produced for the Council by Knight Kavanagh & Page Ltd (KKP). While the standard of some open space typologies remain the same as those adopted in the previous version of this document, some have increased in line with national minimal benchmarks.
- 4.46 The Council's Open Space and Recreational Facilities Study (2024) identifies where differing typologies are deficient and / or in surplus supply. The report informs where on or off-site developer contributions are required and are to be focused to meet identified deficiencies and to deliver relevant infrastructure projects, as highlighted in the Council's Playing Pitch Strategy and IDP. All areas of open space, sports and recreational facilities will be protected, retained and enhanced, including those set out within the Local Plan.

4.47 As illustrated below in Table 2, the Borough's formula for seeking open space contributions will be sought from all new major to address open space quantity and access requirements moving forward.

Table 2. Typologies of open spaces in the Borough

Typology of Open Space	Local Quantity Requirement (hectares per 1,000 population)	1 bedroom dwelling (sqm)	2 bedroom dwelling (sqm)	3 bedroom dwelling (sqm)	4 bedroom or more dwelling (sqm)
<p>Outdoor Sports Space These include seasonal and fixed sports spaces that are openly accessible to the public including sports pitches for cricket, football and rugby. They also include fixed sports spaces such as tennis courts and bowling greens. These facilities are often located within Parks or Recreation Grounds, and as such, many of the facilities, especially sports pitches are multifunctional. This means they can be used for sport one day, and for the rest of the week function as a space to walk and play.</p>	1.6	20.16	29.92	42.24	53.12
<p>Children and Young People's Space Provision for children and young people includes areas designated primarily for play and social interaction such as ball courts, skateboard areas and teenage shelters. Provision for young people generally include equipped play areas catering to a wider range of ages.</p>	0.3	3.78	5.61	7.92	9.96
<p>Parks and Gardens This typology covers urban parks, country parks and formal gardens (including designed landscapes), which provide accessible and high-quality opportunities for informal recreation and community events. Within the category there are generally two distinct types of sites, those that are significant in size often with recreational facilities and a mix of uses that attract people from further out, and parks and gardens that are much smaller in size.</p>	0.8	10.08	14.96	21.12	26.56
<p>Allotments Allotments provide space for people to have opportunities at growing their own produce and contribute to the long-term promotion of sustainability, health and social interaction.</p>	0.5	6.30	9.35	13.20	16.60
<p>Amenity greenspace Sites considered under this typology are those offering opportunities for informal activities close to home, work or enhancement of the appearance of residential and other areas. It includes informal recreation spaces and other incidental spaces.</p>	0.6	7.56	11.22	15.84	19.92
<p>Natural and semi-natural greenspace The natural and semi-natural greenspace typology can include woodland (coniferous, deciduous, mixed) and scrub, grassland (e.g., down-land, meadow), heath or moor, wetlands (e.g., marsh, fen), wastelands (including disturbed ground), and bare rock habitats (e.g., quarries) and commons.</p>	1.8	22.68	33.66	47.52	59.76

Open Space Quantity Requirements

4.48 The open space quantity per new dwelling is calculated using the following formulae and will be kept up to date each time this SPD is reviewed. Since 2019, national benchmarks of space required have changed and the Council is also now seeking to charge a fee per dwelling by the number of bedrooms provided to better account for the need of the expected new population.

4.49 The figures outlined in Table 2 have been determined using the following calculation:

$$A / (B / C)$$

Where:

A – Local quantity required in square metres (as outlined in the Open Space and Recreational Facilities Study and Table 2)

B – 1,000

C – Average number of people in a dwelling

4.50 The figure for C changes depending on the number of bedrooms provided by the new dwelling. The average number of people in a dwelling has been calculated using Borough wide average data from the 2021 Census and is outlined in Table 3 below.

Table 3. Average number of people per dwelling based on bedrooms provided (Census 2021)

Number of bedrooms provided in dwelling	Average number of people living in the dwelling (Borough wide average)
1 bedroom	1.26
2 bedrooms	1.87
3 bedrooms	2.64
4 or more bedrooms	3.32

4.51 Below is an example of the calculation used in practice to determine the need for the Outdoor Open Space typology by number of bedrooms provided in a dwelling. The same calculation has been applied to all typologies, the below example focuses on the Outdoor Open Space typology for demonstrative purposes.

Calculation for a 1 bedroom dwelling where 16,000 is the local quantity required in square metres and 1.26 is the average number of people per dwelling:

$$16,000 \text{ sqm} / (1,000 / 1.26) = 20.16$$

= 20.16 square metres of Outdoor Sports Space required per 1 bedroom dwelling.

Calculation for a 2 bedroom dwelling where 16,000 is the local quantity required in square metres and 1.87 is the average number of people per dwelling:

$$16,000 \text{ sqm} / (1,000 / 1.87) = 29.92$$

= 29.92 square metres of Outdoor Sports Space required per 2 bedroom dwelling.

Calculation for a 3 bedroom dwelling where 16,000 is the local quantity required in square metres and 2.64 is the average number of people per dwelling:

$$16,000 \text{ sqm} / (1,000 / 2.64) = 42.24$$

= 42.24 square metres of Outdoor Sports Space required per 3 bedroom dwelling.

Calculation for a 4 or more bedroom dwelling where 16,000 is the local quantity required in square metres and 3.32 is the average number of people per dwelling:

$$16,000 \text{ sqm} / (1,000 / 3.32) = 53.12$$

= 53.12 square metres of Outdoor Sports Space required per 4 or more bedroom dwelling.

Delivering Well Designed Open Spaces

- 4.52 In accordance with the Open Space, Sport and Recreation Facilities Policy in the Local Plan, good landscaping and design as part of any area of open space, sport and recreation can significantly enhance the experience of those using the facility, as well as encouraging activity in peoples everyday lives, following the principles of [‘Active Design’](#) by Sport England. Street furniture should be well integrated, allowing for those of all ages to have the space to pause and relax. Appropriate landscaping can also contribute to the nature and biodiversity value of the Borough if new facilities are designed sensitively. It should be noted that for developments situated within the town centre boundary of Wigston and district centre boundaries of Oadby and / or South Wigston, contributions sought for Open Space, Sport and Recreation Facilities (incorporating Green and Blue Infrastructure) will be directed towards relevant, CIL compliant Public Realm schemes that have been identified within the Council’s Infrastructure Delivery Plan (IDP).
- 4.53 Landscaping schemes should be considered as part of the overall design of the area of play and open space to ensure planning becomes an integral part of the scheme. A range of plant species should be chosen to provide interest throughout the year. Consideration should be given to providing a mix of colour, texture and smell. Planting should be designed so as to provide adequate shelter, but also allow good surveillance of the facility from neighbouring pedestrian routes and buildings. For open space that will be delivered on-site, details of planting schemes should be submitted to the Borough Council for approval prior to development commencing.

Play and Sporting Equipment

- 4.54 The design of all signage, street furniture (and other associated public realm) and play equipment within open spaces should be well-integrated throughout open spaces and cater for the needs of the community throughout their lifetime. These and other hard landscaping features and materials should be sourced by the applicant or developer, but details should be submitted and approved to the Borough Council prior to development commencing. The Council’s Public Realm Guidance provides a useful insight into the detail of the requirements, but in the first instance, developers are also encouraged to liaise directly with the Case Officer.
- 4.55 Any play equipment and associated landscaping must comply with the relevant regulations current at the time of installation and to provide an exciting, challenging and safe environment for the

appropriate age group it is intended for. The Borough Council must agree the design and equipment which should be robust, of the highest quality materials and easy to maintain.

- 4.56 The area will then be put onto a 12 month period of maintenance from the installation during which time the developer will be responsible for all maintenance including inspection of play equipment, litter and graffiti removal etc to the Borough Council's standard. After 12 months and before handing over to the Council, an independent post installation inspection should be carried out by a registered play inspector at the expense of the applicant or developer. Any defects should be remedied at the expense of the developer. A risk assessment for the play equipment will be required.
- 4.57 The Borough Council will be guided by the Fields in Trust, formerly National Playing Fields Association (NPFA), requirements for equipped play provision, as included in Table 4 below.

Table 4. LAPs, LEAPs and NEAPs

Equipped provision type	Age group	Minimum size and type of activity area	Buffer zones
Local Area for Play (LAP)	Young children	A minimum activity zone of 100m ² (0.1 hectare) with a relatively small number of play items	A 5-metre separation between activity zone and nearest property containing a dwelling
Local Equipment Area for Play (LEAP)	Children who are beginning to play independently	A minimum activity zone of 400m ² (0.4 hectares) equipped with at least 3 distinct play items and leaving ample room for active games	A 20-meter separation between activity zone and the habitable room façade of dwelling
Neighbourhood Equipped Area for Play (NEAP)	Older children but potentially with play opportunities for younger children as well	A minimum activity zone of 1000m ² (1 hectare) divided into two sections. One for play equipment (a minimum of 8 diverse play experiences, including at least 5 distinct items of varying difficulties) and an area of 465m ² dedicated to hard surfaces	A 30-meter separation between activity zone and the boundary of the nearest property containing a dwelling

Level of Contributions

- 4.58 All schemes that necessitate open space provision will require the developer to maintain the area or pay for the maintenance costs incurred by the scheme for the first 20 years. Any contributions will be in the form of a commuted sum payment, which related to the size and context of the site. In line with the Community Infrastructure Levy Regulations (2010), the open space provision must fairly relate to the scale of development and specifically relate to the growth that each new development creates. The Council's method for calculating contributions takes into account the existing provision and future need for open space and a detailed breakdown of this calculation is included below.

Summary of Provision of Open Space by Ward and Typology

- 4.59 Contributions for each typology of open space will only be sought when there is an identified under supply of that typology of open space in the ward where the new development is taking place. Should there be sufficient supply of a typology of open space, then that typology will be discounted from any calculations for an off-site contribution from a new development.

Unit Costs for Off-site Financial Contributions

- 4.60 The costs of provision have been established by and are based upon the Borough Council's information relating to providing and maintaining relevant typologies of open spaces, as well as best practice guidance on the infrastructure required of those spaces.
- 4.61 The costs included in the Council's previously published Developer Contributions Supplementary Planning Document (2019) have not been reviewed since Quarter 2 in 2018. Since that time, BCIS All-In Tender Price Index has risen by approximately 20.25 per cent from 326 (Q2, 2018) to 392 (Q2, 2024). Therefore, the increase in contributions to be sought from new development in the Borough will now be based upon up to date costs, together with the BCIS All-In Tender Price Index Rate, to ensure the costs included fairly reflect the local and national picture and the changes in requirements for the typologies.
- 4.62 Table 5 details capital and maintenance costs for the three typologies illustrated in Table 2. These have been identified to ensure that a comprehensive approach to identifying costs is taken to delivery quality open spaces in the Borough of Oadby and Wigston in circumstances where off-site developer contributions are being sought from qualifying developments.
- 4.63 Allotments will be dealt with on a case-by-case basis, and therefore not included in Table. The costings for the provision of LEAPs has been used for assuming the average cost of delivering Children and Young People's Space. Full breakdowns for the cost of LAPs and NEAPs are provided in Appendix 2.
- A. Outdoor Sports Space
 - B. Children and Young People's Space
 - C. Parks and Gardens
 - D. Amenity Green Space
 - E. Natural and Semi-natural Greenspace
 - F. Maintenance of Outdoor Sports Space
 - G. Maintenance of Children and Young People's Space
 - H. Maintenance of Parks and Gardens
 - I. Maintenance of Amenity Green Space
 - J. Maintenance of Natural and Semi-natural Greenspace

Table 5. Off-site Financial Contribution Unit Costs

A - Outdoor Sports Space Requirement – Cost per hectare for establishment Please note that should land drainage measures be deemed appropriate, then the cost for doing this would need to be calculated on a site-by-site basis.	2024 (Q2)
1 Football pitch including cultivation (7200m ²)	£13,544.00
1 Multi Use Games Area (MUGA) (800m ²)	£101,583.00
1 Supply and install youth shelter Inc. hard standing	£14,729.58
Grass surround (2,000m ²)	£4,666.00
Supply and install Litter Bin x 3	£1,691.36
Total per hectare	£136,204.60
Cost per m ²	£13.61

B - Provision for Children and Young People Requirement – establishment of 400m² Local Equipped Areas of Play (LEAP standard)	2024 (Q2)
LEAP Standard 400m ² Play Space equipped with formal play structures with 3 distinct play items, fostering physical, creative, intellectual, social, and solitary play. Leaving ample room for active games, like tag. Designed for children aged 4-12 years old.	£60,949.80
Dog proof fencing and gates 100lm	£14,391.00
Supply and install Litter Bin x 2	£1,127.56
Supply and install Dog Bin x 1	£323.38
Appropriate signage (generally 900mm by 450mm)	£2,567.01
Supply and install (OWBC) Bench x 2	£2,200.98
Total for 400m ²	£81,559.73
Cost per m ²	£203.90

C - Parks & Gardens Requirement – establishment of 1 hectare	2024 (Q2)
Hard surface/pathways 800, x 1.2m = 960 linear m	£82,621.09
Establishment of grass 9,000m ²	£11,428.00
Plant trees - 10 heavy standards	£2,031.67
Plant trees - 50 whips	£143.96
Shrub planting 100m ²	£2,632.70
Supply and install OWBC Benches x 3	£3,301.46
Supply and install Litter Bin x 3	£1,691.36
Supply and install Dog Bin x 1	£1,293.49
Appropriate signage (generally 900mm by 450mm)	£2,567.01
Total per hectare	£107,710.74
Cost per m ²	£10.77

D - Amenity Greenspace - establishment of 1 hectare	2024 (Q2)
Establishment of grass 9,000m ²	£11,428.00
Plant trees - 10 heavy standards	£2,031.67
Plant trees - 50 whips	£143.96
Shrub planting 100m ²	£2,632.70
Supply and install (OWBC) Bench x 1	£1,100.49
Supply and install Litter Bin x 1	£563.78
Supply and install Dog Bin x 1	£323.38
Appropriate signage (generally 900mm by 450mm)	£2,567.01
Total per hectare	£20,790.99
Cost per m ²	£2.08

E - Natural and Semi-Natural Greenspace - establishment of 1 hectare	2024 (Q2)
Establishment of grass 9,000m ²	£11,428.00
Plant trees - 10 heavy standards	£20,316.70
Plant trees - 50 whips	£1,439.61
Shrub planting 100m ²	£5,265.40
Soft surface/pathways 800, x 1.2m = 960 linear m	£41,310.55
Supply and install Litter Bin x 2	£1,127.56
Supply and install Dog Bin x 2	£646.76
Appropriate signage (generally 900mm by 450mm)	£2,567.01
Total per hectare	£81,534.58
Cost per m ²	£8.15

F - Maintenance of Outdoor Sports Space Requirement – cost per hectare	2024 (Q2)
Cutting of pitch	£507.92
Additional maintenance (e.g. Fertilizer, harrow etc)	£1,015.83
Multi Use Games Area (MUGA)	£847.00
Teenage shelter	£85.13
Grass surround – cutting	£338.61
Litter collection and emptying (3 bins)	£609.50
Weekly litter picking	£677.20
Sweeping of hard surfaces	£423.26
Total per annum	£4,504.01
Total over 20 years	£90,080.16
Total per m ² over 20 years	£9.01

G - Maintenance of 400m² Local Equipped Areas of Play (LEAP)	2024 (Q2)
Grass cutting	£847.00
Risk Assessment Annual	£253.96
Quarterly Check	£253.96
Weekly inspection of LEAP	£1,015.83
Maintenance of equipment – 5 pieces at £250 each	£1,269.60
Fence / bench / bin maintenance / signs	£253.96
Litter / Dog bin collection and emptying (3 bins total)	£609.50
Weekly litter picking	£338.61
Signage maintenance	£128.35
Total per annum (400m ²)	£4,970.77
Total over 20 years (400m ²)	£99,415.30
Total per m ² over 20 years	£248.54

H – Maintenance of Parks and Recreation Grounds Space Requirement – cost per hectare	2024 (Q2)
Hard surface cleaning	£169.31
Grass cutting - 7,000 gang	£474.06
Grass cutting - 2,000 pedestrian	£2,708.89
Litter / Dog bin collection and emptying (4 bins)	£812.67
Weekly litter picking	£677.34
Sweeping of hard surfaces	£423.00
Shrub bed maintenance	£635.00
Bench / bin maintenance	£203.17
Signage maintenance	£128.35
Total per annum	£6,231.79
Total over 20 years	£124,635.80
Total per m ² over 20 years	£12.46

I - Amenity Greenspace - establishment of 1 hectare	2024 (Q2)
Grass cutting	£3,182.95
soft surface maintenance	£253.97
Litter / Dog bin collection and emptying (2 bins)	£406.33
Weekly litter picking	£677.34
Shrub bed maintenance	£635.00
Bench / bin maintenance	£203.17
Signage maintenance	£128.35
Total per annum	£5,487.11
Total over 20 years	£109,742.10
Total per m ² over 20 years	£10.97

J - Natural and Semi-Natural Greenspace - establishment of 1 hectare	2024 (Q2)
Grass cutting	£1,591.48
soft surface maintenance	£253.97
Litter / Dog bin collection and emptying (4 bins)	£812.66
Weekly litter picking	£677.34
Shrub bed maintenance	£3,175.00
Bench / bin maintenance	£203.17
Signage maintenance	£128.35
Total per annum	£6,841.96
Total over 20 years	£136,839.20
Total per m ² over 20 years	£13.68

Calculation of Financial Contribution in Lieu of On-site Provision

4.64 For qualifying new major developments, developers / applicants will be required to contribute all typologies of open space. The following formula indicates how financial contributions in lieu of on-site open space are calculated. If an element of open space is provided on site, this is discounted from the overall sum.

4.65 The categories of financial contributions listed A-E are based on the formula:

Number of dwelling by bedrooms provided x total square metre area of Outdoor Sports Space required per dwelling (respective/determined on bedroom size) x installation cost per square metre.

4.66 The categories of financial contributions listed F-J are based on the formula:

Number of dwellings by bedrooms provided x total square metre area of Outdoor Sports Space required per dwelling (respective/determined on bedroom size) x 20 year maintenance cost per square metre.

4.67 Total financial contributions required per dwelling where no on site provision is proposed = A + B + C + D + E + F + G + H + I + J. The maximum sum required is **£2,993.03** per 1 bedroom dwelling, **£4,442.04** per 2 bedroom dwelling, **£6,271.11** per bedroom dwelling and **£7,886.39** per 4 or more bedroom dwelling.

4.68 This contribution reflects the capital and revenue costs to deliver and maintain open space infrastructure, based upon the Borough's estimated population, total number of dwellings and the required open space per dwelling⁶, per typology.

⁶ For the purposes of clarity, when calculating the number of bedrooms, all habitable rooms capable of future conversion into a bedroom will be accounted for.

Table 6 Off-site Contribution Values per Typology off Open Space, per Dwelling

Open Space Typology	Cost per one bedroom dwelling	Cost per two bedroom dwelling	Cost per three bedroom dwelling	Cost per four or more bedroom dwelling
A - Outdoor Sports Space	£274.38	£407.21	£574.89	£722.96
B - Children and Young People's Space	£770.74	£1,143.88	£1,614.89	£2,030.84
C - Parks and Gardens	£108.56	£161.12	£227.46	£286.05
D - Amenity greenspace	£15.72	£23.34	£32.95	£41.43
E - Natural and semi-natural greenspace	£184.84	£274.33	£387.29	£487.04
F - Maintenance of Outdoor Sports Space	£181.64	£269.58	£380.58	£478.61
G - Maintenance of 400m2 Local Equipped Areas of Play (LEAP)	£939.48	£1,394.31	£1,968.44	£2,475.46
H - Maintenance of Parks and Gardens	£125.60	£186.40	£263.16	£330.94
I - Maintenance of Amenity Greenspace	£82.93	£123.08	£173.76	£218.52
J - Maintenance of Natural and Semi-Natural Greenspace	£309.13	£458.79	£647.70	£814.53
TOTAL	£2,993.03	£4,442.04	£6,271.11	£7,886.39

~ Page 254 ~

Table 7 Off-site Contribution Values per Typology off Open Space, per Dwelling Summarised

Open Space Typology	Cost per one bedroom dwelling	Cost per two bedroom dwelling	Cost per three bedroom dwelling	Cost per four or more bedroom dwelling
A + F	£456.02	£676.79	£955.47	£1,201.57
B + G	£1,710.22	£2,538.19	£3,583.32	£4,506.30
C + H	£234.16	£347.52	£490.62	£616.99
D + I	£98.66	£146.42	£206.71	£259.96
E + J	£493.97	£733.11	£1,034.99	£1,301.57
TOTAL	£2,993.03	£4,442.04	£6,271.11	£7,886.39

Maintenance of Open Space

- 4.69 The on-site delivery of categories F-I are for the developer to organise. The Council expects the quality and quantity of maintenance to be appropriate/proportionate to the type, size and mix of open space for longevity of access to high quality spaces.

Public Realm

- 4.70 Public realm relates to both the publicly and privately owned spaces between buildings and structures that are part of the built and/or natural environment that are open and freely accessed by the public. Public realm also provides the context and setting for existing and new development. It includes hard and soft surfacing materials, street furniture (including public art, lighting, benches, litter bins), traffic and pedestrian signage, way finding, trees, and landscaping. For a full definition of public realm see the Borough Council's Public Realm Guidance.
- 4.71 Public realm can play an important role in enhancing the quality and character of the built and natural environment, enriching the area and improving the spaces within which people live their lives. Proposals for all new major developments will be expected to contribute towards public realm in accordance with the Public Realm Policy of the Local Plan. Other relevant policies in the Local Plan include Improving Health and Wellbeing; High Quality Design and High Quality Materials; Cultural and Historic Environment Assets; Active Design and Travel; Development in Conservation Areas; Landscape and Character; and, Infrastructure and Developer Contributions.
- 4.72 One of the core principles of the National Planning Policy Framework (NPPF) is to provide healthy, inclusive and safe places which deliver high quality public spaces and encourage active and continual use for all. It also advocates planning policies and decisions to be aimed at improving health, social and cultural well-being for all sections of the community.
- 4.73 Policy 23: Public Realm, in the Local Plan states that *'all proposals for new development must incorporate high quality public realm on-site and / or contribute towards public realm improvements off-site, physically or by way of monetary developer contribution. All proposals that propose new public realm or impact upon the existing public realm must ensure that the pedestrian is prioritised over other modes of transport and that materials and design are of the highest standards and quality'*.

Level of Contributions

- 4.74 Contributions will be sought towards the creation and / or enhancement of the public realm in the vicinity of all major new developments where the proposed scheme(s) will have a direct relationship with an identified public realm improvement project included within the Council's Infrastructure Delivery Plan, which is a 'live' document and therefore updated regularly.
- 4.75 The scale of the contributions sought will reflect the character and scope of the works required and will therefore be negotiated on a case-by-case basis

Appendix 1 – Community Infrastructure Levy (CIL) Compliance Checklist Form

1. For all Section 106 Legal Agreements, this form is to be completed by all signatory and non-signatory providers to demonstrate that the three CIL Tests as detailed below have been met and that asking for each Planning Obligation is justified.
2. The three CIL Tests, as per Regulation 122(2), that must be satisfied are:
 - Is the obligation necessary to make the development acceptable in planning terms?
 - Is the obligation directly related to the development?
 - Is the obligation fairly and reasonably related in scale and kind to the development?
3. A separate form must be completed for each individual Planning Obligation sought.
4. This form should be completed and returned to Oadby and Wigston Borough Council when seeking a Planning Obligation from a qualifying development within the Borough. Upon receipt of the form, Oadby and Wigston Borough Council's Section 106 Working Group and the Council's Senior Leadership Team (SLT) must be satisfied that the CIL Tests have been met and that adequate justification has been given.
5. For any Planning Obligation where Oadby and Wigston Borough Council is not satisfied that all three CIL Tests have been met or where the justification is insufficient, the Case Officer will work with the relevant service provider to see if the request can be made CIL compliant.
6. In the event that a Planning Obligation sought is deemed to not comply with all three of the CIL Tests and evidence cannot be provided to make the obligation compliant, the Council will not be able to include the Planning Obligation in the relevant Section 106 Agreement in relation to the new development proposal.

Ward by Ward Open Space, Sport and Recreational Facilities (Incorporated Green Infrastructure) Contributions per Dwelling (Based Upon Number of Bedrooms)

SECTION 1	To be Completed by the Applicant / Developer
Site Address:	
Planning Application Number:	
Organisation Name:	
Obligation Title:	
CIL Test	Justification for Meeting the CIL Test
Is the obligation necessary to make the development acceptable in planning terms?	Yes/No: Justification for Meeting CIL Test:
Is the obligation directly related to the development?	Yes/No: Justification for Meeting CIL Test:
Is the obligation fairly and reasonably related in scale and kind to the development?	Yes/No: Justification for Meeting CIL Test:
SECTION 2	To be Completed by Oadby and Wigston Borough Council Only. (All approved obligations sought must be agreed and signed off by Oadby and Wigston Borough Council's section 106 working group and senior management team)
OWBC S106 Working Group	
Name:	
Job Title:	
Initials:	
Date:	
OWBC Senior Management Team (SMT)	
Name:	
Job Title:	
Initials:	
Date:	

Appendix 2 – Costs for LAPs, LEAPs and NEAPs

Provision for Children and Young People Requirement - establishment of Local Area for Play (LAP)	2024 (Q2)
LAP standard minimum activity zone of 100m ² (small-scale with a relatively small number of play items designed for those age 6 and below).	£60,949.80
Dog proof fencing and gates 25lm	£3,597.75
Supply and install (OWBC) Bench x1	£1,100.49
Appropriate signage (generally 900mm by 450mm)	£2,567.01
Supply and install Litter Bin x 1	£563.78
Supply and install Dog Bin x 1	£323.38
Total for 100m ²	£69,102.21
Cost per m ²	£691.02

Provision for Children and Young People Requirement – establishment of Local Equipped Areas of Play (LEAP standard)	2024 (Q2)
LEAP Standard 400m ² Play Space equipped with formal play structures with 3 distinct play items, fostering physical, creative, intellectual, social, and solitary play. Leaving ample room for active games, like tag. Designed for children aged 4-12 years old.	£60,949.80
Dog proof fencing and gates 100lm	£14,391.00
Supply and install Litter Bin x 2	£1,127.56
Supply and install Dog Bin x 1	£323.38
Appropriate signage (generally 900mm by 450mm)	£2,567.01
Supply and install (OWBC) Bench x 2	£2,200.98
Total for 400m ²	£81,559.73
Cost per m ²	£203.90

Provision for Children and Young People Requirement - establishment of Neighbourhood Equipped Area for Play (NEAP)	2024 (Q2)
NEAP standard minimum 1000m ² . Teen-focused provisions include kickabout/basketball areas, opportunities for wheeled play like skateboarding and roller skating. Designed for older children but inclusive of younger users.	£203,843.35
Dog proof fencing and gates 250lm	£35,977.50
Supply and install (OWBC) Bench x 3	£3,301.47
Supply and install Litter Bin x 3	£1,691.34
Supply and install Dog Bin x 1	£323.38
Secure bicycle parking	Case-by-case basis
Appropriate signage (generally 900mm by 450mm)	£2,567.01
Total for 1000m ²	£247,704.05
Cost per m ²	£247.70

Maintenance of Local Area for Play (LAP)	2024 (Q2)
Fence / bench / bin maintenance / signs	£253.96
<hr/>	
Maintenance of Neighbourhood Equipped Area for Play (NEAP)	2024 (Q2)
Maintenance of equipment	£3,470.26
Risk Assessment Annual	£253.96
Quarterly Check	£253.96
Weekly inspection of NEAP	£1,015.83
Grass cutting	£1,694.00
Fence / bench / bin maintenance / signs	£253.96
Litter / Dog bin collection and emptying (4 bins total)	£812.66
Weekly litter picking	£846.53
Signage maintenance	£128.35
Bike storage maintenance	Case-by-case basis
<hr/>	
Total per annum (1000m ²)	£8,729.50
Total over 20 years (1000m ²)	£174,590.00
Total per m ² over 20 years	£174.59



EQUALITY ASSESSMENT

PART 1 - INITIAL SCREENING

Name of Policy/Function:		This is new
Developer Contributions Supplementary Planning Document		This is a change to an existing policy
		This is an existing policy, Function, not previously assessed
	X	This is an existing policy/function for review

Date of screening	20/11/2024
--------------------------	------------

1. Briefly describe its aims & objectives

Update the existing approach to seeking developer contributions via S106 agreements.

2. Are there external considerations?

e.g. Legislation/government directive etc

Production of supplementary planning documents is governed by Local Plan Regulations 2012 (as amended). The content is at the discretion of the local authority.

3. Who are the stakeholders and what are their interests?

The Council – to maximise revenue, the public to see more facilities delivered, developers – to know upfront what will be required from them.

4. What outcomes do we want to achieve and for whom?

More income from developers for a wider range of public goods than currently achieved.

5. Has any consultation/research been carried out?

Consultation on the document will take place for 6 weeks in Jan/Feb 2025.

6. Are there any concerns at this stage which indicate the possibility of Inequalities/negative impacts?

Consider and identify any evidence you have -equality data relating to usage and satisfaction levels, complaints, comments, research, outcomes of review, issues raised at previous consultations, known inequalities) If so please provide details.

No.

7. Could a particular group be affected differently in either a negative or positive way?

Positive – *It could benefit*

Negative – *It could disadvantage*

Neutral – *Neither positive nor negative impact or not sure.*

	Type of impact, reason & any evidence
Disability	Neutral
Race (including Gypsy & Traveller)	Neutral
Age	Neutral
Gender Reassignment	Neutral
Sex	Neutral
Sexual Orientation	Neutral
Religion/Belief	Neutral
Marriage and Civil Partnership	Neutral
Pregnancy and Maternity	Neutral

8. Could other socio-economic groups be affected?

e.g. carers, ex-offenders, low incomes, homeless?

No.

9. Are there any human rights implications?

Yes/No (If yes, please explain)

No.

10. Is there an opportunity to promote equality and/or good community relations?

Yes/No (If yes, how will this be done?)

No.

11. If you have indicated a negative impact for any group is that impact legal?

i.e. not discriminatory under anti-discrimination legislation

N/A

12. Is any part of this policy/service to be carried out wholly or partly by contractors?

The collection of money will be by the Council. It is possible that when facilities are built this will be by contractors.
--

13. Is a Part 2 full Equality Assessment required?

No.

14. Date by which a Part 2 full Equality Assessment is to be completed with actions.

N/A

Please note that you should proceed to a Part 2, the full Equality Impact Assessment if you have identified actual, or the potential to cause, adverse impact or discrimination against different groups in the community.

We are satisfied that an initial screening has been carried out and a full equality assessment **is not required*** (please delete as appropriate).

Completed by: Peter Heath.....Date: 20/11/2024.....

(Policy/Function/Report written)

Countersigned by:Jamie CarrDate:..20.11.2024.....
(*Head of Service*)

Equality Assessments shall be published on the Council website with the relevant and appropriate document upon which the equality assessment has been undertaken.

Agenda Item 9



Policy, Finance and Development Committee	Tuesday, 17 December 2024	Matter for Information and Decision
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Report Title: **Borough of Oadby and Wigston Draft Design Code (January 2025)**

Report Author(s): **Lisa Chevallereau (Planning Policy and Monitoring Officer)**

Purpose of Report:	The purpose of this report is to seek Committee's approval to publicly consult on the Draft Design Code for public consultation alongside the emerging Pre-Submission draft Local Plan for a 6-week period proposed to commence Friday 10 January 2025, running until Friday 21 February 2025.
Report Summary:	<p>The Design Code is a new planning document required under the Levelling Up and Regeneration Act 2023. The Design Code sets out clear principles and expected standards for how development should be designed in the Borough. All residential development, including minor and major development, will be subject to the Design Code.</p> <p>The document builds on design principles set out in the emerging Pre-Submission draft Local Plan, as well as the National Planning Policy and Guidance on what constitutes good design.</p> <p>Themes and types of Codes include windows and detailing; connected road layouts; continuous green corridors; car parking standards; build quality; materials; cycle infrastructure; and, architecture and distinctive detailing. Design Codes are supported by clear and logical reasoning for how and why they contribute to high quality design.</p> <p>The Design Code, once adopted, will have material weight in the assessment of planning applications by the Council as the Local Planning Authority, as well as in appeals.</p> <p>The overall objective for this Design Code is to enable the Council to deliver new development to higher quality design standards than that currently being delivered across the Borough.</p>
Recommendation(s):	It is recommended that Members approve the draft Design Code for the purpose of a 6-week public consultation at the same time as the emerging Pre-Submission draft Local Plan Pre-Submission document.
Senior Leadership, Head of Service, Manager, Officer and Other Contact(s):	<p>Adrian Thorpe (Head of Built Environment) (0116) 257 2645 adrian.thorpe@oadby-wigston.gov.uk</p> <p>Jamie Carr (Planning Policy & Development Manager) (0116) 257 2652 jamie.carr@oadby-wigston.gov.uk</p> <p>Ed Morgan (Principal Planning Policy Officer) (0116) 257 2650</p>

	ed.morgan@oadby-wigston.gov.uk Lisa Chevallereau (Planning Policy and Monitoring Officer) (0116) 257 2636 lisa.chevallereau@oadby-wigston.gov.uk
Strategic Objectives:	Our Council (SO1) Our Communities (SO2) Our Economy (SO3) Our Environment (SO4) Our Partners (SO5)
Vision and Values:	"Our Borough - The Place To Be" (Vision) Customer & Community Focused (V1) Proud of Everything We Do (V2)
Report Implications:-	
Legal:	There are no implications arising from this report.
Financial:	There are no implications arising from this report.
Corporate Risk Management:	Regulatory Governance (CR6)
Equalities and Equalities Assessment (EA):	There are no implications arising from this report. EA not applicable
Human Rights:	There are no implications arising from this report.
Health and Safety:	There are no implications arising from this report.
Statutory Officers' Comments:-	
Head of Paid Service:	The report is satisfactory.
Chief Finance Officer:	The report is satisfactory.
Monitoring Officer:	The report is satisfactory.
Consultees:	None so far, however this report is seeking approval to consult with the public and other key stakeholders.
Background Papers:	<ul style="list-style-type: none"> • National Design Guide • National Model Design Code • Manual for Streets • Building for a Healthy Life • Building with Nature • Leicestershire Highways Design Guide • Secured by Design Homes Guide
Appendices:	1. Borough of Oadby and Wigston Draft Design Code (January 2025)

1. Information

1.1. Following the passing of the Levelling Up and Regeneration Act 2023, every local planning

authority is required to produce a Design Code for its area. The Design Code sets out clear principles and standards for how new development should be designed in the Borough. The document is to be used by stakeholders to understand the design expectations held by the Council and ensure that forthcoming proposals are designed and delivered to a high standard.

- 1.2. The National Planning Policy Framework (NPPF) focuses on the quality of homes provided, emphasising on the granting of permission for well-designed development and the refusal of poor-quality schemes. The Design Code therefore includes a checklist in the appendix, to be used by applicants in a self-assessment of their proposal, and by the Case Officer to decide if the Code has been fulfilled. It is intended that the Design Code will result in higher quality design proposals coming forward.
- 1.3. The Design Code may be incorporated into the Local Plan or be adopted as a Supplementary Plan. The Planning System is anticipated to undergo further change and so the status of the Design Code may alter in response to how central Government amends the planning system in England.
- 1.4. The Design Code is informed by a wealth of Government guidance and has been developed in consultation with the wider Planning Department and Health and Wellbeing colleagues. All Codes are justified with supporting text.
- 1.5. The Design Code is split into two sections. Section A contains codes that all residential development, including major development, changes of use, urban infill development and demolition rebuilds will be required to follow. Demolition rebuild projects and urban infill development will be held to design principles set out in the Pre-Submission draft Local Plan and subject to the Local Character Assessment.
- 1.6. Section B contains codes that apply specifically to major development on land allocated for housing in the most recently adopted Local Plan. Due to the nature of allocated land generally being Greenfield, the Code enables areas with no existing character to be developed to higher quality standards than that currently being delivered across the Borough. Major development proposals on unallocated sites will also be held accountable to Section A and Section B of the Design Code.
- 1.7. Applications in a Conservation Area will be subject to the Conservation Area Supplementary Planning Document (SPD). Every application is slightly different and not all elements of the Design Code will apply to every application.
- 1.8. The requirements of the Design Code have been created on the 'comply or justify' principle, meaning variations from the Code are acceptable if an appropriate alternative approach has been justified.

2. Next Steps

- 2.1 Subject to Committee approval, the Council is to publish the Design Code for public consultation for a period of 6-weeks. Therefore, this report seeks approval to carry out a public consultation, commencing Friday 10 January 2025, running until Friday 21 February 2025.
- 2.2 Once the Design Code has been subject to public consultation, any representations that have been received will be taken account of and factored into a final version, as necessary. The final version will then be submitted to Members for approval at the next appropriate Member Committee.

Design Code

Consultation Draft

Contents

1. Why do a Design Code?	4
Status of the Design Code	5
How to use the Design Code	5
How the Design Code has Been Developed	6
2. Landscape Character and Flood Risk	7
Landscape	7
Historic Development	7
Heritage Designations and Assets	9
3. Vision	9
4. Guidance	9
5. Understanding and Responding to the Context	10
Design Development	11
Section A	13
6. Codes for all Development	14
Windows and Detailing	14
Plot Boundary Treatments	16
Strong Front Boundary Treatments	17
Section B	19
7. Strategic Codes for Major Development on Allocated Land	20
Responding to the Climate Emergency	20
Encouraging Healthy Lifestyles	21
A Strong Landscape Structure	22
Continuous Green Corridors	22
Trees in the Public Realm	22
Sustainable Drainage Systems	23
Street Hierarchy	23
Connected Layouts	24
Cul-de-sacs	25
Addressing the Street	27
Form and Street Character	27
Local Centres and Community Facilities	27
Affordable Housing	28
Corner Plots	28
Dual Entrance House Types	29
Cycle Infrastructure	29

Open Space	30
Car Parking	31
Parking Space Dimensions	33
Garage Dimensions	33
Bins.....	33
Lampposts	34
Flexible and Adaptable.....	34
8. Detailed Codes for Major Development on Allocated Land.....	34
Build Quality.....	34
Materials	34
Roofs	37
Architecture and the use of Distinctive Detailing	38
Appendix 1. Design Code Checklist.....	39

1. Why do a Design Code?

- 1.1. The Levelling up and Regeneration Act 2023 requires every local planning authority to produce a Design Code for its area. These codes will have full weight in making decisions on development, either through forming part of local plans or being prepared as a supplementary plan (15F in schedule 7). It allows local planning authorities to set design requirements at other scales either as part of their local plan or a supplementary plan (15C and 15CC in schedule 7).
- 1.2. The National Planning Policy Framework states that *“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”* It goes on to advise about the use of Design Codes where it states *“To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high-quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety.”*
- 1.3. The Design Code is intended to set out clear principles and standards for how development should be designed in the borough, focusing on the priority aspects of design. The code is meant to be a positive document about what should be encouraged and not a negative document about what should be prevented. A clear and logical account of the design process should be set out and evidenced by the applicant to accompany the planning application. Every application is slightly different so not all elements of the Design Code will apply to every application.
- 1.4. The Local Plan (2020-2041) sets out a dwelling figure for the borough going forward, through a series of call for sites exercises, a number of possible allocations have been put forward. These sites are overwhelmingly greenfield sites in the south and east of borough. Those sites that end up as adopted allocations will be those areas of the borough subject to greatest change and they will require compliance with the Design Code to ensure this new development meets the vision/objectives of the review local plan.
- 1.5. The authority undertakes annual monitoring of development within the borough and the Design Code can evolve to reflect changes identified via its monitoring framework.
- 1.6. There is an existing [SPD on extending residential dwellings](#) (adopted April 2019), and a [SPD on improving the public realm](#) (adopted March 2021). The Design Code does not replace these documents but sits alongside them as they are focussed on different types of development.
- 1.7. The Design Code complements, but does not supersede, the Local Plan. Policies on Sustainable Development, Climate Change, Density, Housing Choice, Active Design and Travel, Open Space, Public Realm, High Quality Design, Sustainable design, Green and Blue Infrastructure, Trees & Woodland are likely to be important considerations for the residential development of greenfield sites although any policy may apply.

Status of the Design Code

- 1.8. The Design Code, once adopted, will have material weight in the assessment of planning applications by the Council as the Local Planning Authority, as well as in appeals. Following the passing of the Levelling Up and Regeneration Act 2023, the Design Code may be incorporated into the Local Plan or be adopted as a Supplementary Plan. The Planning System is anticipated to undergo further change so its status may alter in response to how central Government amends the planning system in England.

How to use the Design Code

- 1.9. This document builds on Local Plan design policies and sets out the expectations from all future development in the Borough of Oadby and Wigston. The document is designed to be used by stakeholders to understand the design expectations held by the Council and ensure that forthcoming proposals are designed and delivered to a high standard.
- 1.10. All residential development, including major development, changes of use, urban infill development and demolition rebuilds will be subject to the Design Codes set out in Section A (Borough wide, all-covering codes). Demolition rebuild projects and urban infill development will be held to design principles set out in the Local Plan and subject to the Local Character Assessment. New commercial developments will be assessed on their individual merits.
- 1.11. Development coming forward on land allocated for housing in the most recently adopted Local Plan will be subject to Section A and Section B of the Design Code. Major development on unallocated sites on current countryside and green wedge land in the Local Plan will also be held accountable to Section A and Section B of the Design Code. Applications on cross-boundary sites will be dealt with on a case-by-case basis. Applications in a conservation area will be subject to the [Conservation Area SPD](#).
- 1.12. A site delivered by multiple housebuilders can have brand distinction as long as all housebuilders comply with the minimum standards set out in this Design Code.
- 1.13. The Reserve Matters or details following applications must reflect the design quality in the original Outline or Full permission.
- 1.14. Requirements and recommendations in this document have been created on the 'comply or justify' principle. Variations from the code can be accepted by the Council where a developer has justified the appropriateness of an alternative approach on that particular site. Where a developer is seen to exceed an aspect of design, the Council may be flexible in the delivery of other aspects of design. In general, developments that follow the 'comply or justify' approach are more likely to enjoy quicker progression through the planning system.
- 1.15. The codes contained within this document are not in any order of importance, and all codes should be adhered to with the same value in contributing to good design for new developments.
- 1.16. Key indicators and requirements for successful design are illustrated in bold text. Guidelines for good design specified within these bold sections should be studied closely as they are part of the Design Code checklist required at planning application stage. In this checklist, applicants will be expected to show they have complied with, or justified deviation from, the code. A copy of the checklist can be found in Appendix 1.

How the Design Code has Been Developed

Stage	When
Evidence gathering, scoping of local historic context and analysis of current major development being delivered across the Borough.	Spring 2024
Workshop with the wider Planning Department and Community Health and Wellbeing Team on the key vision and expectations	July 2024
First draft of Design Code	August 2024
Further internal comment on first draft	September 2024
Presentation to/discussion with members	October 2024
Final draft document	November 2024
Public Consultation for 6 weeks	Early 2025
Presentation to Members	TBA
Publication of Code	TBA

1.17. The Design Code has been developed through consultation and engagement with statutory bodies, stakeholders, and representatives of the local community. Communication with the wider Planning Department and Health and Wellbeing colleagues in the Council was essential throughout the code writing process. A workshop was held in the Summer of 2024 with the wider Planning Department, including Enforcement, Arboricultural and Development Control Officers to analyse recent development in the Borough and to outline key standards and expectations of good design for future development.



2. Landscape Character and Flood Risk

- 2.1 The character of the borough is derived from a number of factors such as landscape, geology and human activity. A range of documents should be consulted to understand the landscape context for development proposals in the borough, including.
- [Leicestershire, Leicester and Rutland Historic Landscape Characterisation](#) (2019)
 - [Oadby and Wigston Landscape Character Assessment](#) (2018) (this study is in 3 parts)
- 2.2 The borough includes a number of important landscape and green infrastructure designations. Such as:
- Sites of Special Scientific Interest (SSSI)
 - Local Wildlife Sites, Veteran Trees and other designations such as Regionally Important Geological Sites.
- 2.3 The relevant policy and guidance should be consulted and followed for sites which lie within, or will affect, these designated areas. Further advice is available via the [Leicestershire and Rutland Environmental Records Centre](#).
- 2.4 The borough includes fluvial flood risk zones. Areas of the borough are also sensitive to surface water flooding. The following should be consulted to understand flood risk in the borough:
- [Strategic Flood Risk Assessment](#) (2024)

Landscape

- 2.5 The landscape Character Assessment (2018) found that changes in the landscape are subtle, *“the borough is a transition zone between the more distinct plateau and steep sided valley landscapes to the north and east and the more open, rolling landscapes to the south and west.”* (para 1.7.1) It goes on to note *“the urban edge is reasonably well integrated into the landscape. Generally, hedgerows, trees and subtle changes in landform help to mitigate views of the urban edge from the countryside. This is considered to be an important positive characteristic of the rural-urban fringe in the Borough, and one that should be protected and strengthened where necessary.”* (para 1.7.3) It concludes that *“the overriding aim should be to retain a predominately open, natural, rural transitional area between urban area and country, which is well integrated with the countryside, and which allows good public access to it and through it.”* (para 1.7.4)

Historic Development

- 2.6 The form and pattern of development in the borough is strongly influenced by human shaping of the landscape that continues today.

Oadby

- 2.7 Oadby is a historic settlement dating from before the Viking era. The settlement is believed to be the site of at least one important Viking battle. Historic maps show that the settlement original grew along the alignment of London Road and The Parade which formed a connection from southeast Leicestershire to Leicester. This was the focal heart of Oadby and is reflected in its high street use and conservation area status of London Road today. The introduction of the A6 in the mid-20th century cut the settlement of Oadby in two and became the main

vehicular route, downgrading The Parade and London Road in the local movement hierarchy. London Road and Saint Peters Conservation Area covers almost entirely the lower part of the town centre, centred on London Road, and includes a number of Grade II listed buildings. Oadby was a small settlement until the late 19th century, when it became fashionable suburb for businessmen of Leicester. Some of the large substantial houses from that time are now occupied by University of Leicester. Around 1930-1938 the A6 was built to by-pass the town centre of Oadby, with the Parade downgraded to local traffic only. In the 20th century, Oadby saw rapid expansion as a Leicester suburb.

South Wigston

- 2.8 South Wigston was developed as a 'model' settlement by the owner of a large brickworks in the late 19th century. From the beginning it was not intended to only house workers of brickyard, but also other commercial premises, primarily associated with the clothing industry. Like other 'model' towns, South Wigston street pattern generally follows a grid with terraced housing being the dominant type. Some larger houses with front gardens line Orange Street, Blaby Road and Saffron Road. Historically, Blaby Road was the local high street with shops and public buildings, while industry and manufacturing concentrated along Canal Street.
- 2.9 By 1883, the settlement of South Wigston had been well established and continued to grow over the following years. The settlement was primarily structured around the railway infrastructure, the brickworks developing next to the north- south railway line and worker housing to the adjacent streets. Blaby Road was developing as local high street. In 1893 St Thomas' parish church was built at the junction of Blaby Road and Saffron Road, and most settlement development was completed by 1913. After the brickworks ceased production in the early 1930s, there was still a significant number of other major employers in the area keeping the town active. In the late 20th century, a demolition process started covering most of the post- industrial buildings to make space for shops and housing.

Wigston

- 2.10 After the XVII century, with the advent of the knitting frames, the first signs of industry other than agriculture began to appear in Wigston, followed by the opening of the Grand Union Canal in 1798, and the coming of the railway, with the Leicester to Rugby line being opened in 1840. By the end of the century, there were "handsome engine sheds", several factories and a cast-iron church - since rebuilt in brick, as well as gas lighting. Numerous other trades, besides the railway works, have since been introduced into the Borough.
- 2.11 In 1754 an Act was passed making a turnpike road from Welford to Leicester, which became the main route of the mail coach from Leicester to London. The Blue Bell Inn, which stood in Bell Street, was a noted coaching hostelry. There are three conservation areas in Wigston and several listed buildings, including the Grade I Listed Church of All Saints located just outside the town centre boundary to the south on Moat Street - Newgate End.
- 2.12 Studying historic maps has helped to understand the growth of the town centre over the past century and they show how the structure of the northern edge changed when Bull Head Street was introduced. It is also clear that east west streets have been severed to allow for car parking and servicing of large retail units. The result is a less permeable and traffic-dominated town centre. The resultant environment has led a number of areas which are 'back of house' with little or no active frontages as shown by the limited internal streets and development surrounded by roads.

Heritage Designations and Assets

- 2.13 The borough has 39 listed buildings and 10 Conservation Areas. These heritage assets can be enhanced by development within their settings but can also be harmed by inappropriate design. Where relevant, in character area descriptions and the relevant guidance and information should be consulted. Conservation Area Appraisals have been adopted, these should also be considered as part of the process for informing future planning applications within those specific areas.
- 2.14 Heritage resources should be consulted as part of understanding the context and local identity of sites for development proposals affecting designated heritage assets. These include:
- [Leicestershire and Rutland Historic Environment Record](#)
- 2.15 There is important archaeology below ground in the borough, and the County Council's archaeological team may need to be consulted as part of the planning process.

3. Vision

- 3.1. The Local Plan has a vision for how the Council would like to see the borough evolve up to 2041. The Vision has a number of elements that development will need to address in order to contribute to delivering the vision. The Design Code reflects the vision and as such following the Design Code should help developers contribute to meeting the Council's overarching vision. The Vision seeks:
- Safe, clean and attractive places
 - Promoting health and well-being through high quality design
 - Promoting active travel
 - Progressing towards net zero and being resilient to climate change
 - A network of multi-functional green and blue infrastructure, enhancing the historic environment.

4. Guidance

- 4.1 A Design Code is not developed in a vacuum, it is supported by a wealth of Government and non-Government guidance. It will be for the applicant to decide the content of their scheme but schemes that can demonstrate they have reflected the principles of the following pieces of guidance are more likely to be acceptable.

[National Design Guide](#)

- 4.2 The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It sets out ten characteristics and a number of related principles that are common to well-designed places.

[National Model Design Code](#)

4.3 More detail on good design practice under the National Design Guide's characteristics is provided in the National Model Design Code. Part 2 of this document is a good place to understand the Government's detailed expectations on design.

[Manual for Streets](#)

4.4 Major development should also show compliance with the Manual for Streets, the Government's guidance on how to design both new and existing residential streets. It promotes development that seeks to place the needs of pedestrians and cyclists first.

[Building for a Healthy Life](#)

4.5 Building for a Healthy Life (BHL) is a government-endorsed industry standard for well-designed homes and neighbourhoods. The toolkit sets out a series of questions to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed developments.

[Building with Nature](#)

4.6 The Building with Nature Standards (BwN) provide a national framework of evidence-based, industry-tested standards that define high-quality green infrastructure.

[Leicestershire Highways Design Guide](#)

4.7 County-specific advice is set out in this document.

[Secured by Design Homes Guide](#)

4.8 Secured by Design is the Official Police Security Initiative and has produced a set of Design Guides advising how new build development can reduce opportunities for crime and fear of crime for the building of safer and sustainable environments.

5. Understanding and Responding to the Context

5.1. The Council will expect to see how the design of proposals in planning applications have been developed in response to their context. Development does not happen in isolation, it has to respond to its surroundings in a variety of ways. The first step to consider before designing a development is to look beyond the red line of the application site. This is the site context. A contextual analysis should be undertaken to identify and understand the wider context and site features and how these will contribute or influence the design proposals.

Landscape

- *Landscape character, setting and history;*
- *Topography;*
- *Views into and out of site and visual impact;*
- *Urban – rural interface;*
- *Ecology and biodiversity, including biodiversity opportunity mapping;*
- *Green space, trees, hedgerows (green infrastructure);*
- *Hydrology and drainage (SuDS, existing flow paths, watercourses - blue infrastructure);*
- *Environmental risks, such as flooding and noise, air and water quality;*
- *Microclimate - Light, shade, sunshine and shadows; and colours, textures, shapes and patterns.*

Townscape

- *Views, vistas and landmarks;*
- *Edges, nodes of activity, gateways, eyesores;*
- *Land uses and mix of uses around the site;*
- *Local character (positive examples nearby if nothing adjacent to site);*
- *History and heritage assets, such as listed buildings and conservation areas, and their settings;*
- *Built form, layout, urban grain, density - the scale and proportions of streets and spaces;*
- *Street character - boundary treatments, building lines and the composition of street scenes, individual buildings and their elements;*
- *Building heights, massing and proportions of buildings;*
- *Relationships between buildings;*
- *Materials;*
- *Architectural features;*
- *Roofscapes;*
- *Facade design, such as the degree of symmetry, variety, the pattern and proportions of windows and doors, and their details.*

Movement

- *Access;*
- *Footpaths (particularly Public Rights of Way);*
- *Existing and proposed cycle paths;*
- *Links to and from the site, including public transport and proximity of local services;*
- *Approaches to the site – how do views of the site unfold as you approach?*

People – human behaviour and function of places

- *Desire lines (pedestrian and cycle);*
- *Gathering places and activity centres;*
- *The pattern of uses and activities, including community facilities and local services;*
- *Social characteristics, including demographics;*
- *Aspirations, concerns and perceptions of local communities;*

Has your site analysis:

- *Taken account of what is around the site, not just on it?*
- *What it is that defines the special character of the locality in question, including the landscape, the buildings and how the buildings are arranged?*
- *Included non-physical features of the site and the wider area?*
- *Reviewed historic mapping, environmental/biological records and other existing documents?*

Design Development

- 5.2. To support the vision, it will be helpful to establish a set of clear site-specific development principles and to set the design intent of the scheme. A simple concept plan can also be helpful to illustrate vision and design intent. Depending on the size of the site and the scheme's complexity, it can be useful in demonstrating how you intend to address the site's strategic issues. A framework can be developed with a broad structure that considers the distribution of land uses, blue and green infrastructure and the movement network, as well as the relationship between each of these elements and the surrounding area.

Has your design:

- *Directly responded to the site analysis, including its surroundings, topography, geology, biodiversity, watercourses and relationship to open spaces, nearby settlements, and routes?*
- *Protected and enhanced existing views into, through and out of the site?*
- *Connected into and enhanced existing local networks – transport, social, environmental?*
- *Established a vision based on principles that create a unique vision for the site?*
- *Created a community that uses natural landscape assets and allows residents to benefit from them?*

Section A



Section A contains codes that all residential development, including major development, changes of use, urban infill development and demolition rebuilds will be subject to following.

6. Codes for all Development

Windows and Detailing

6.1. Windows play an important role in the overall high-quality design of a building. Their size, position, proportion, style and detailing can achieve depth and variety in the landscape and play an important role in animating but also supervising the street. The most successful window placements will be achieved by dwellings that positively balance daylight and privacy requirements of occupants, whilst also having a proportionate relationship to the entire building. Proposals must not create poor quality copies of existing architecture and layouts in the Borough, such as flat roof dormers.

6.2. Successful developments will:

- Ensure opening windows are not of significant visual difference, for example in size, to non-opening windows;
 - Ensure all windows are of the same style;
 - Ensure all windows are well proportioned and well distributed across a dwelling;
 - Ensure top storey windows are at least two brick courses below the eaves;
 - Use detailing to create character and add visual interest to a dwelling;
 - Ensure all main/larger windows are side opening, with the exception of sash windows;
 - Ensure all windows positively contribute to the visual interest of a building. Bay windows on the ground floor are encouraged to achieve this;
 - Where parking is located to the side of the dwelling, have surveillance provided by at least one window from a habitable room. This is best achieved by ground floor windows; and
 - Avoid long stretches of blank faces. This can be achieved with fenestration or faux windows for example.
-
- *Are windows consistent in their style and design across the whole building?*
 - *Do windows positively contribute to natural surveillance of the street?*





6.3. Differences in texture, detailing and materials can create character and add visual interest to the street. Materials should be chosen for their longevity and be drawn from those in the local area to compliment surrounding elevation materials. Examples of acceptable materials include timber and aluminium slim frame. The use of uPVC is restricted and only acceptable when imitating traditional materials.

6.4. The detailing and colour pallet used should be well-balanced and consistent across a dwelling and avoid individual windows having a top-heavy appearance. Distinctive detailing should be consistent across a dwelling. Shared sills across multiple windows and full window surrounds are not appropriate. If trying to imitate existing positive local character, detailing should respond to aspects with the most value and be correct and appropriate to that location.

- *Are features evenly placed and evenly distributed across the property?*
- *Have window and window detailing materials of high quality and compliment surrounding elevation materials?*



Plot Boundary Treatments

- 6.5. The integration of planting for street facing boundary treatments can have positive contributions to good design, especially in edge of urban area development, and is in line with the NPPF in planning for active street frontages.
- 6.6. **Successful developments will:**
- **Use hedgerows, trees and soft landscaping as boundary treatments as they protect existing biodiversity, encourage new wildlife movement and help establish local character;**
 - **Where there are continuous boundaries of 30 metres or more, have established planting and shrubbery either side, and for boundaries of this size between gardens, a tree must be planted in the rear garden of every 4th dwelling;**
 - **Where the landscaping is used as a contribution towards biodiversity net gain, the land will need to be maintained for at least 30 years. If the landscaping is not counting towards biodiversity net gain, then a 10 year replacement plan for loss will be required;**
 - **Provide a level of visual interest. Brick walls not providing soft landscaping to achieve this can provide visual interest through details such as staggered height differences and interesting brick detailing;**
 - **Treat all boundaries the same, regardless of street hierarchy or tenure of the dwelling, although edge of settlement boundaries may need more attention as they are especially sensitive; and**
 - **Avoid long stretches of street facing boundaries so as not to create blank spaces that are unsupervised. Back garden walls should only occupy one side of the road at a time, so as not to create the sense of alleyways.**
- 6.7. Trees and hedgerows in a private garden will be for the owner to maintain. Diligent species selection should have been afforded through the design process so as to minimise the requirement for maintenance. Tree preservation orders may be applied to ensure continued tree cover in line with the vision being proposed for the area.
- 6.8. The use of fencing is not considered appropriate for plot boundaries facing the public realm. The use of gates alone is also not considered acceptable.



Strong Front Boundary Treatments

6.9. Different boundary treatments can be used on different streets to create a range of street characters. Front boundary treatments should reference the local character of the area (where this exists).

6.10. **Successful developments will:**

- **Enhance the character of a street. This can be achieved by including hedges, railings and low walls, if supplemented by low hedges behind or on top, where the wall is street-facing; and**
 - **Select robust species in the use of hedge front boundary treatments.**
- *Are boundary treatments in keeping with the area's prevailing character?*
 - *Have species used in soft landscaping been chosen for their longevity and robustness?*



Section B



Section B contains codes that apply on all major development coming forward on land allocated for housing in the most recently adopted Local Plan.

7. Strategic Codes for Major Development on Allocated Land

Responding to the Climate Emergency

- 7.1. The UK has legally binding climate change targets that need to be met. The Future Homes Standard means that, from 2025, new build homes will no longer be permitted to have fossil fuelled space heating and hot water generation. The Council also has the aim of making sure its activities achieve a net zero carbon footprint before 2050. Given the contribution that transport emissions make to the climate emergency, one of the best things that can be done is to locate development in places that will enable residents to access local services, by foot, cycle and public transport.
- 7.2. Guidance in this document will help to ensure that development is sustainable while helping to mitigate against the impacts of climate change. These steps will also help improve air quality and health.
- 7.3. **Successful developments will respond to the climate emergency. Examples are though:**
 - **Providing connectivity and a walkable neighbourhood with good facilities;**
 - **Designing for pedestrians, cyclists and public transport users ahead of cars;**
 - **Encouraging healthy, active lifestyles;**
 - **Maximise benefits of solar gain but avoiding overheating;**
 - **Promoting biodiversity and green infrastructure through a landscape-first and nature-based approach;**
 - **Using natural or recycled and local materials;**
 - **Promoting the re-use of water; and**
 - **Providing electric car charging points in new development, in line with the Local Plan policies.**
- 7.4. Factors to consider when planning for net zero carbon include a number of different factors such as efficiency of the building shape, amount of glazing, the systems deployed (such as heat pumps), modern methods of construction, the use of materials that can be re-used if it is demolished or disassembled. Water efficiency, including the re-use and responsible use of water (in line with policies in the Local Plan), also needs to be promoted.
 - *Is your development net zero carbon? If not, why not?*
 - *How will people be able to choose practical non-car alternatives for travel?*
 - *Has the site masterplan considered all options to reduce carbon?*
 - *Does the masterplan mitigate against the impacts of climate change?*
 - *Will the buildings themselves be net zero carbon over their operational lifespan? How will this be achieved?*
 - *How does the design of low-carbon housing relate to local character?*

Encouraging Healthy Lifestyles

- 7.5. The way that new development is designed can be a major opportunity to influence behaviour. The Council will expect development proposals to protect, promote, support and enhance physical and mental health and wellbeing. See Sport England's Active Design Guide on encouraging physical exercise and healthy lifestyles.

Sport England's Ten Principles of Active Design

1. Activity for all
2. Walkable communities
3. Connected walking & cycling routes.
4. Co-location of community facilities
5. Network of multifunctional open space
6. High quality streets & spaces
7. Appropriate infrastructure
8. Active buildings
9. Management, maintenance, monitoring & evaluation
10. Activity promotion & local champions

- 7.6. **Successful developments will:**

- **Ensure regular points of contact with nature across the whole development, including street trees, green nature corridors, SuDS design for biodiversity (including permanently wet areas), green spaces designed for biodiversity, boundary hedges.**
- **All dwellings will include one or more of the following: tree in rear garden, bat/bird/swift boxes/tiles/fascias/ boxes or bee bricks. Generally, the Council will expect developers to deliver an equal mix in the delivery of that listed. Where suitably evidenced by need, the proportion may justify deviation;**
- **Physical exercise including active travel, walkable neighbourhoods, quality cycle infrastructure, safe and attractive streets, walking and cycling routes, good public transport services, and well designed, high quality and accessible play areas within walkable distance of people's homes; and**
- **Designing places for all, including older people and the mobility impaired and building Lifetime Homes that are adaptable and accessible over time, in accordance with Local Plan policies.**

- 7.7. Applicants will be expected to submit an ecology survey and within that include information on how it will achieve the requirements set out above.

- *What have you done to promote healthy lifestyle choices?*

A Strong Landscape Structure

- 7.8. Landscape design should be considered at the very start of the design process. This ensures that sufficient space is given to landscape and drainage within a layout and that parks, ecological corridors and other ‘green infrastructure’ are positioned in the best locations within the site, rather than areas left over. Strong landscape features create important movement corridors for people and wildlife.
- 7.9. **Successful developments will:**
- **Design for wildlife and retained existing features; and**
 - **Join existing features with green spaces to create a network of natural green and blue corridors through the development and beyond contributing to the wider ecological network.**
- 7.10. The Council encourages developers to achieve Building with Nature standards.
- *Has the design been structured around the landscape strategy, not vice versa?*
 - *Has the site been designed around a suitable drainage scheme using the natural fall of the land?*

Continuous Green Corridors

- 7.11. A development with an attractive landscape and movement structure that interconnects key destinations, spaces and places has many benefits.
- 7.12. **Successful developments will:**
- **Design a layout where it is easy to find your way around, make walking and cycling more attractive options and create a much more characterful development;**
 - **Consider protecting and extending Public Rights of Way and statutory bridleways at the early design stage of any new development; and**
 - **Have green corridor running through the entirety of a site to provide a pleasant and practical experience for pedestrians and cyclists.**
- *Do green corridors connect with spaces and places where people and wildlife will want to go?*
 - *Are there spaces for wildlife alone, the same way there are spaces for people alone?*

Trees in the Public Realm

- 7.13. Street trees have multiple benefits. Existing mature trees should be preserved and/or new large species planted and given sufficient space to flourish and become key features. It is essential that street trees are planted within appropriate tree pits that will allow them to become healthy tree specimens. Paragraph 131 of the NPPF says that “*planning policies and decisions should ensure that new streets are tree-lined*” and encourages applicants and local planning authorities to “*work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.*”
- 7.14. **Successful developments will engage with the highway authority on their strategy to ensure new streets are tree-lined as follows:**

- All main arterial routes in a development to be tree-lined on both sides of the road;
- All secondary routes to be tree-lined on at least one side of the road; and
- Smaller / other routes, no requirement.

7.15. Successful developments will also:

- Ensure a diverse and robust distribution of trees. Applicants must follow the Forest Research’s Urban Tree Manual recommendation where “an urban tree population should have no more than 10% of a particular Species, no more than 20% of a particular Genus and no more than 30% of a particular Family”. This ensures a healthy variety of street trees and will provide the most resilient tree stock should one of the species become susceptible to biotic or abiotic factors, pests or diseases; and
- Consider pockets of woodland around existing trees and hedgerows on development boundaries if kept outside of the falling distance to properties and people. Applicants will need to consider proximity of development to mature landscape features so these are not removed in the future due to growth.

- *Have you included street trees, and others in the wider public realm?*
- *How have you selected the species that are best for the site?*
- *Are measures in place to make sure that trees will grow and thrive?*

Sustainable Drainage Systems

7.16. Sustainable drainage systems (SuDS) cover a range of approaches to managing surface water to reduce flood risk whilst improving water quality, amenity and biodiversity. They reduce the amount of surface water that reaches the sewer system and the rate at which it reaches a watercourse.

7.17. Successful development will:

- Integrate SuDS with green and blue infrastructure and be planned in from the earliest stage to make sure that enough space is made available in the right places;
- Be locally specific, influenced by the different soil and landscape types;
- Be designed with management in mind, understanding that it will change over time and need managing flexibly; and
- Include locally occurring and regionally sourced native marginal and aquatic planting can be a space-efficient way to deliver biodiversity net gain.

- *Has the scheme design been structured around an integrated sustainable drainage and green infrastructure strategy?*
- *Is drainage based on the specifics of the site, taking account of soil types and topography?*

Street Hierarchy

7.18. A development where all streets look the same lacks character, can be difficult to navigate and confusing. Streets and layouts should relate to the character of the location of the development.

7.19. Successful development will:

- **Where considered to be urban extensions alongside existing settlements, match and continue the character and layout of local street hierarchy; and**
- **Where considered to be Stand-alone sites, be built at appropriate densities to create new urban settlements.**

7.20. As a general rule, streets in the centre of developments and key arterial routes in and out of developments should be main streets that are distinctively different to others. Key elements of a Main Street could include:

- Street trees;
- Wider pavements including roadside swales;
- Carriageway with segregated cycle lanes;
- Strong front boundary treatments such as railings and walls supplemented by hedges;
- Strong building lines;
- Absence of frontage parking;
- Strong built frontages that positively address and enclose the street;
- Higher density housing (for example 3 storey dwellings or flats);
- Rhythm and continuity of facades; and
- Well-proportioned in terms of height to width ratios.

7.21. Roads continuing out from main streets should have house types that are contextually responsive to the street on which they are located. The form, scale and mass of dwellings and street layouts should appropriately change the closer they get to more rural areas, so as main and arterial roads lead to secondary roads, and secondary roads lead to smaller, calmer roads.

7.22. Appropriate road forms moving towards the more rural areas include circular cul-de-sacs, loop roads and crescents as they provide calm zones while still being connected to the wider development. These forms are also opportunities for creating pockets of green space which contribute to a positive distribution of green infrastructure.

- *Is there a clear street hierarchy that lets people know how they should use each street?*
- *How are the street types differ from one another?*

Connected Layouts

7.23. Layouts should be permeable with good connections into the wider street and path network. Connected streets make more efficient use of space and reduce reversing of refuse vehicles and are easier for delivery services and bus routes to access.

7.24. Alleyways are generally perceived as unsafe and encourage loitering due to a lack in opportunities for positive street lighting and natural surveillance. Historically, poor quality narrow alleys across the Borough, especially those located between and behind buildings and in areas leading to public open space, have been found as the symptom of anti-social behaviour issues and many temporarily closed under Police guidance. The creation of any new narrow alleys of any shape (straight, curved or jagged) is therefore considered inappropriate. Alleyways will only be permitted when the applicant can show they are of the highest design and have a clear purpose that serves the community well.

7.25. Long stretches of uninterrupted streets can create a highways-dominated appearance and become unsafe for pedestrians and cyclists. Breaks in roads to prevent long stretches can include village greens and other open spaces, urban squares and changes to surface materials to show the active use of different roads type.

7.26. **Successful developments will:**

- **Encourage walking and cycling and the use of public transport;**
- **Knit into the wider neighbourhood;**
- **Avoid single access points to large sites;**
- **Promote walking routes into town centres;**
- **Avoid the creation of new alleyways;**
- **Avoid long stretches of blank facades; and**
- **Allow for ease of access by waste collection and emergency service vehicles.**



Cul-de-sacs

7.27. Cul-de-sac roads can be opportunities for creating calm and safe residential areas, however they can often disrupt pedestrian and cycle movement, attract loitering vehicles and are challenging areas for access by waste collection and emergency service vehicles. If there are too many, they can lead to poor site layout with few access points which encourages the use of cars for short journeys. Turning head and hammerhead road layouts are notably more encouraging of these challenges.

7.28. In general, the number of cul-de-sac and dead-end roads should be limited and kept to the edge of sites. Large circular cul-de-sacs, particularly those with landscaped islands, are the favoured approach to dead end roads. Loop roads are also encouraged. If using hammerhead shaped roads, developers must provide active travel routes that are overlooked by natural surveillance from the houses around them. They must also provide a designated communal bin collection area that is at an acceptable walking distance from the furthest house to use them and should provide communal bike storage. Bin and bike storage should be set to the side, so as not to be the main feature of the close.

7.29. **Successful developments will:**

- **Avoid turning head and hammerhead road layouts;**
- **Limit the number of cul-de-sacs and keep them to the edge of development; and**

- Provide communal bin collection areas, bike storage, active travel routes and natural surveillance on cul-de-sacs that are not circular or looped.

- Are most streets connected to others at both ends?



Addressing the Street

7.30. Buildings should have public fronts and private backs. Positioning public fronts on to streets and public spaces provides opportunities for natural surveillance. Back gardens should face other back gardens, bringing community safety and privacy benefits. This also applies around the edges of sites, where sensitive rural interfaces can exist. Buildings should look outwards, not turn their back on their surroundings. Hedgerows or other planting in front of homes can soften open rural interfaces and existing hedgerows have more protection if within the public realm. Properties on all corners should have active facades on both sides, not blank gable ends.

7.31. **Successful developments will:**

- **Ensure buildings look outwards onto the street with gardens facing other gardens at the back of the property.**
- *Are all streets fronted by buildings?*
- *have you included windows on the street-facing façade?*
- *Do back gardens back on to other back gardens?*

Form and Street Character

7.32. Emphasis should be given to defining street character with all elements working together to create streets that have strong characters of their own.

7.33. Streets and layouts should relate to the character of their location, streets and layouts should aim to replicate best practice in streetscape design. Streets can be curved with the placement of properties following these curves and leading the eye around the corner. Properties themselves should not be curved, so as to ensure quality of life within the home.

7.34. Proposals should be of an appropriate scale, density, massing and height, taking into account the local character and context. Different character areas can be designed into larger developments to add variety instead of monotony.

7.35. **Successful developments will:**

- **Use features and appropriately mix scale, density, massing and height of the street to elevate them from one another and add street character.**
- *How does the scheme layout relate to the wider settlement's built form?*

Local Centres and Community Facilities

7.36. Sites large enough to generate the need for local facilities will be expected to deliver facilities of high quality.

7.37. **Successful developments will:**

- **Encourage social interaction;**
- **Not be car-orientated with parking areas dominating;**
- **Be vibrant places;**

- **Be exemplary in terms of design with high quality public realm and landscaping;**
- **Include a mix of uses;**
- **Be located to be walkable for as many people as possible; and**
- **Be co-located with other facilities such as schools, recreational areas.**

7.38. Size and types of Local Centres will be agreed upon with the Local Authority on a case-by-case basis.

- *Are local centres designed to be attractive and safe for users and businesses?*
- *Will most people choose to travel there by foot or cycle?*

Affordable Housing

7.39. Affordable housing is an important component of all major schemes and needs to be designed with care.

7.40. **Successful developments will:**

- **Integrate affordable dwellings around the neighbourhood;**
 - **Sensitively locate affordable dwellings with the aim of achieving sustainable communities that are intermixed, with affordable units being spread out and not being easily identifiable by means of design quality (including materials) style (including house types and architectural details) or location in terms of not placing affordable units in blatantly inferior locations; and**
 - **Locate specialist housing appropriately to ensure easy access to community and social facilities, health care facilities and public transport.**
- *Is affordable housing distributed around the area and indistinguishable from all other housing?*

Corner Plots

7.41. Corner plots, also known as dual fronted or dual aspect buildings, are located where two streets meet and are opportunities for applicants to display thoughtful design and create local landmarks across the wider site. All street facing corners need to positively contribute to the overall street scene and support an active street / help activate the street. House types delivered on corner plots are therefore expected to show off innovative and creative house types of the highest material quality and architectural design.

7.42. **Successful developments will:**

- **Be reflective of the common building line;**
- **Be of an angular shape on angled corners;**
- **Have prominent windows from main habitable rooms in a dwelling facing different street corners;**
- **Have a generous amount of glazing / windows;**
- **Be accompanied by soft landscaping; and**
- **Incorporate detailing and added features for visual effect.**

- 7.43. House types not respecting the above often result in compromised living spaces. Unless specifically designed as a corner plot, semi-detached and terraced housing is generally unsuccessful in performing the outlined requirements. Parking (including garages), SUDS, pumping stations, waste storage areas, sheds and other forms of the sort are not appropriate on street facing corners.



Dual Entrance House Types

- 7.44. When done well, dual entrance house types can be positive for building smaller homes at high densities and are opportunities for home ownership by individuals, couples and smaller families. From the street, entrances to separate dwellings should be visible and clearly identifiable, and from the inside should be safe and provide the same quality and size of space for movement and circulation that is provided in single entrance homes. Entrances can be shared or individual, as long as they are not over-dominant to the face of the dwelling. The use of dual entrance house types as corner plots is not appropriate.

7.45. **Successful developments will:**

- **Ensure dual entrance house types have distinct entrance points and provide safe and comfortable living spaces inside the home**

Cycle Infrastructure

- 7.46. Facilities for cyclists need to be comprehensively thought out and continuous, both within the site and in connecting on to key destinations elsewhere.

7.47. **Successful developments will:**

- **Ensure continuity of routes;**
 - **Think about different types of cyclists – commuters, leisure cyclists, children;**
 - **Be designed to be attractive to use and encourage all types of people to cycle - ‘would this cycle route design encourage me to cycle?’; and**
 - **Plan for convenient on-plot-cycle storage or within their curtilages.**
- *How have you catered for the needs of cyclists, and those who might be persuaded to cycle?*

Open Space

- 7.48. New open space should be designed into proposals from the outset and designed in such a way that they are publicly accessible to residents and visitors. Materials for play provision must be of high quality and chosen for their longevity and ease of maintenance.
- 7.49. Open space can be designed around existing mature landscape features such as trees, hedgerows and other biodiversity assets and designed as key focal points and community assets that over time becomes a point of interest, wayfinding features and meeting places.
- 7.50. Play provision in particular should be interactive and well thought out so that they are attractive to all ages and abilities. They should be considered at all scales, from play areas near the home to larger areas for outdoor games and sports pitches. Where appropriate, large play areas may require local car parks to prevent overspill of parking into residential roads.
- 7.51. **Successful developments will:**
- **Benefit from passive surveillance;**
 - **Have direct pedestrian and cycling access connecting open space to/from a main or secondary road;**
 - **Include seating spaces for those of all ages and abilities to sit, gather and supervise play areas;**
 - **Be landscaped as not to create open stretches of just grass, by incorporate soft landscaping such as planting;**
 - **Ensure people feel safe in the daytime and after dark, for example with street lighting and gated play areas for small children; and**
 - **Have entrances from wide open roads.**
- *How is the open space designed to encourage residents and visitors to use it?*
 - *How will the proposals deliver play that is fun, accessible and engaging for different age groups and abilities?*





Car Parking

7.52. Parking requirements should be considered at the outset of the design. Insufficient and poorly designed parking can have negative impacts on how streets function, can create cluttered and chaotic environments and can create unnecessary neighbour and community conflicts and divisions. There are a number of ways to provide parking, depending on variety of factors such as the size of plot, the type of street the site is located on and neighbouring buildings.

7.53. **Successful developments will:**

- **Provide parking spaces on-plot and ideally located behind the building line, between dwellings and/ or on drive through units/car ports. This is to enhance street character and maintain strong building lines and front boundary treatment lines and avoid parked cars dominating the street (as highlighted in Manual for Streets);**
- **Soften cars parked on plot with landscape, planting and materials as well as a clear property boundary. Parking spaces should be as well as, not instead of, a front garden;**
- **Use paving materials in line with the Leicestershire Highways design Guide. Paving materials could be permeable and should be complementary to the building design ;**
- **Avoid tandem parking, undercroft parking and rear parking. These are not acceptable;**
- **Avoid garages and detached garages in front of houses on main arterial routes. Double garages and detached garages are acceptable on large plots in cul-de-sacs.**
- **Ensure garages are not part of the dominant face of the buildings and avoid garages that excessively protrude out, so as not to contribute to the main street scene;**
- **Ensure parking spaces are wide enough to allow the doors on both sides of the car to be opened sufficiently, in order to provide comfort of use for all users. This includes, for**

example, the mobility impaired, older people, people with young children and people unloading luggage and bulky items; all of whom require the door to be opened wide in order to get in and out of the car. Shared landscaped/active frontage areas between driveways are encouraged;

- Avoid triple double bays as they have been known to cause neighbour disputes and lack the required space;
- Comply with the car parking and garage dimensions as outlined in the sections below; and
- Avoid spaces between rear gardens as they have a negative impact on street character and design quality and can easily be designed out by, for example, placing detached dwellings on corner plots.

7.54. Off plot - Off-plot frontage parking for linked units/terraces should be softened and broken up with street trees. Adequate space should be provided to ensure that trees do not block paths or hinder movement around spaces. A consistent building line should be maintained.

7.55. On street parking - Car parking on public, although not necessarily adopted, streets is usually the most space efficient form of parking.

7.56. Successful developments will also:

- Design on-street parking from the outset;
- Make parking spaces clear and unambiguous by delineating them with materials or marking;
- Consider what is the best parking alternative according to function, location and place-making aims. Typical arrangements include: parallel, perpendicular and right-angled layouts. The right solution will emerge from analysis of the site and expected amount of traffic;
- Aim to get the space as close as possible to the entrance of the dwelling;
- Add planting to soften the presence of the car such as verges, hedges and trees on street;
- If possible, group cars together and incorporate a break consisting of planting such as trees or hedges every 2 car parking spaces; and
- Position visitor parking in visible areas and on the front of properties to encourage active places.





Parking Space Dimensions

7.57. A large or family car is approximately 1.9 metres wide and 2.1 metres wide with wing mirrors. If a driveway is to be fit for purpose and serve a dwelling and its wide range of residents and their needs over time, residents should be able to get out of the car comfortably on both sides and open the doors. It should also be possible to get a wheelie bin of 0.6 metres past a parked car.

Garage Dimensions

7.58. Garages should only be considered as parking provision when they are of a size that will accommodate general storage (such as lawn mowers, hedge trimmers, ladders, bicycles etc) and have garage doors that are wide enough to accommodate the modern car. Building for a Healthy Life advises against 'Relying on garages being used for everyday car parking'. With regards to garage dimensions, the advice within Manual for Streets should be taken into account. Garages should be well positioned to ensure that they do not dominate the street scene in a negative way. Integral garages need to be sensitively designed and located so as not to dominate street character.

Bins

7.59. In order to help meet recycling targets there is a need for waste separation and recycling, this has resulted in an increase in the number of household bins that need to be stored. These need to be accommodated in ways that allow convenient access but without harming the appearance of buildings and the street scene. Given we have an increasingly older population, homes should be designed with consideration for how bins are taken out. There should be space to carry bins past parked cars. Consider providing integral storage, such as within a recessed porch or in secure alleys between houses. Flexibility should be designed in as requirements may change. No bin stores/structures will be permitted forward of the principal elevation.

7.60. All new development must be developed in line with the latest version of the Council's ['Waste Storage and Collection Guidance for new Developments'](#).

7.61. **Successful developments will:**

- **Integrate bin storage that is adequate, convenient and unobtrusive.**

Lampposts

7.62. Lampposts are important structures in the street beyond the general provision of lighting as they serve as multi-use street furniture.

7.63. **Successful developments will:**

- **Be evenly distributed across the development; and**
- **Be structurally capable of being retrofitted for the instillation of security cameras where and when needed.**

Flexible and Adaptable

7.64. By designing houses and space for adaptations both upwards and outwards, the need for redevelopment and unnecessary waste is reduced, and the house is more likely to provide a stable and safe home that is fit for purpose.

7.65. **Successful developments will:**

- **Be designed to be flexible and adaptable over time to change with the health, mobility, wants and needs of occupants over their life course.**

8. Detailed Codes for Major Development on Allocated Land

Build Quality

8.1 It is important that the development makes a positive contribution to local distinctiveness and character. Set out below are a series of recommendations for higher quality solutions that are more in line with the aspirations of the Local Plan policies.

8.2 **Successful developments will:**

- **Ensure that the materials will last and contribute to the long term function & viability of a dwelling, and that build quality of workmanship will be high**

Materials

8.3 Carefully consider the use of materials for roofs, walls, windows and boundaries and ensure they are appropriate for the site's context. Different combinations of materials create a certain character and identity for buildings. The use of a simple and focussed palette of materials is preferred, avoiding a scatter approach of house types and materials, which in turn should define and respond to streets and spaces.

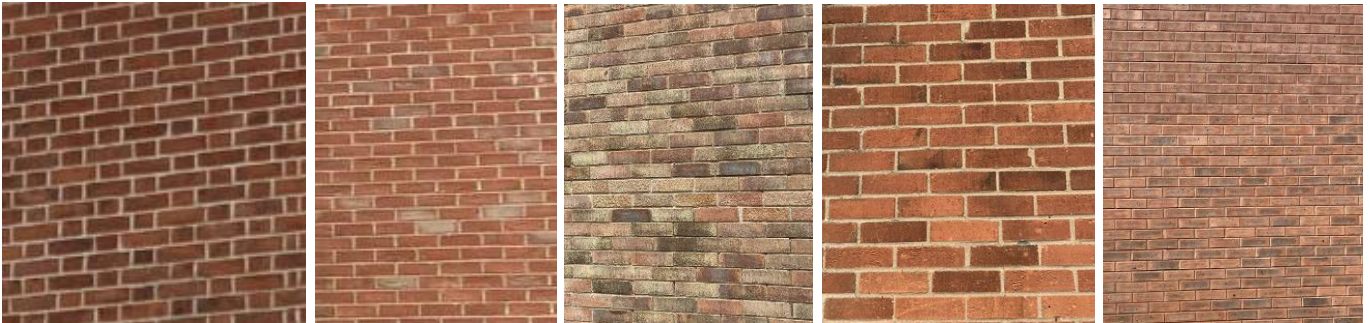
8.4 **Successful developments will:**

- **Choose materials that compliment the surrounding landscape and character; and**
- **Use authentic materials that reinforce local identity and make a positive contribution to local distinctiveness and character.**

- *Why have you selected the chosen materials?*

External base materials / main envelope of the building

- 8.5 Red brick is the most acceptable external base material to be used across the Borough. Any brick colours used for a dwelling’s plot boundary should be consistent with that of the main building.
- 8.6 **Successful developments will use red brick as the external base material.**



Acceptable external finishes

- 8.7 **Successful developments will:**
- **Use cream and off-white rendered aspects and composite cladding;**
 - **Avoid large expanses of cladding and render of one colour**
 - **Consider the general colour pallet of the surrounding context of the area when making decisions on colours**



Detailing

- 8.8 Detailing is a positive tool in adding a sense of character to dwellings.
- 8.9 **Successful developments will use an appropriate mix of the following to create visually interesting detailing on new home:**
- **Brick detailing on render**

- Brick bonding and brick courses (of the same colour but different tone as the base material)
- Hanging tiles
- Mock Tudor
- Detailing in the apex
- Tile detailing
- Hanging eaves detailing and corbelling



Paving materials

8.10 Successful developments will use permeable hard surfacing materials. Examples include block paving and resin.

8.11 Grasscrete is acceptable for overflow and communal car parking areas such as for Local Centres. Large expanses of tarmacadam will not be acceptable.



Roofs

8.12 The appearance of roofs can be an important determinant of character. Whilst some variety can add character, generally roofscapes should be kept simple. New development is expected to reinforce local identity and make a positive contribution to local distinctiveness and character. Roof colours should be red or grey. Different house types should not be of significant visual difference in roof material and colour to maintain continuity throughout the site.



8.13 Chimneys can help to create locally recognisable and/or inspiring roofscapes. Traditionally-inspired developments should include chimneys that are authentic in their position on the roof, their scale, construction and detail. Flat roofs on main buildings and dormers are generally not considered appropriate. Any flat roof sections must have a parapet design.

8.14 Roof heights on different house types can be varied, but the same height must be used across a single dwelling. Roof shapes that are not sympathetic in shape, size, scale or materials with the main building will not be acceptable.

8.15 **Successful developments will:**

- **Match the materials and pitch of porch roofs to that on the main roof;**
 - **Maintain a simple roofscape which reinforces local identity;**
 - **Avoid flat roofs; and**
 - **Incorporate chimneys, either real or fake for visual interest.**
- *How has the roof been designed in response to the context?*



Architecture and the use of Distinctive Detailing

8.16 New development is expected to add to existing character. The Council does not promote a specific architectural style but does expect new development to be attractive. Consideration should be given to how materials will last over time together with their maintenance, environmental performance and their general quality of appearance. Quality detailing applies to all types of development. Order can be a key element of good design. Repetition can be used as a tool, sometimes unifying a building, street or space. Symmetry can be an effective way of creating order and visually pleasing solutions.

8.17 **Successful developments will:**

- **For terraced housing providing more than 3 dwellings, deliver a level/degree of visual difference between them; and**
- **For every 4 semi-detached or detached dwellings, deliver some variation in the roofscape, base material, finishing material or detailing. This means that while buildings can be of the same house type, they must provide some design differences between them.**



- *Is design well considered and appropriate to use and context?*
- *Is excessive repetition of the same design avoided?*

Appendix 1. Design Code Checklist

1. This checklist identifies the minimum requirements for compliance with Oadby and Wigston Borough Council's Design Code. All applicants for residential development are required to complete the checklist in relation to Section A of the Design Code. Applicants for major development are required to complete Section A and Section B.
2. As discussed in the Code, the Design Code has been created on the 'comply or justify' principle. Applicants are required to demonstrate how they have complied with all expectations of the Design Code, unless justification for an appropriate variation is provided.
3. Failure to meet the Design Code or provide valid justification for non-compliance may result in a delay in the decision-making process of your planning application. Note, the Case Officer may/will require you to provide justification for outputs recorded as not applicable.

Section	Design Code Checklist	Complied with	Not complied with	Not applicable	If the code has not been complied with, justify non-compliance	Council confirmation (Leave free)
Section A of the Design Code						
Section A. 6. Codes for all Development, Windows and Detailing	Does the development fulfil guidance for successful Windows and Detailing?					
Section A. 6. Codes for all Development, Plot Boundary Treatments	Does the development fulfil guidance for successful Plot Boundary Treatments?					
Section A. 6. Codes for all Development, Strong Front Boundary Treatments	Does the development fulfil guidance for successful Strong Front Boundary Treatments?					
Section B of the Design Code						
Section B. 7. Strategic Codes for Major Development on Allocated Land, Responding to Climate Emergency	Does the development fulfil guidance for successful climate emergency response?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Encouraging Healthy Lifestyles	Does the development fulfil guidance for successful encouragement of healthy lifestyles?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, A Strong Landscape	Does the development fulfil guidance for successful a Strong Landscape Structure?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Continuous Green Corridors	Does the development fulfil guidance for successful Continuous Green Corridors?					

Section B. 7. Strategic Codes for Major Development on Allocated Land, Trees in the Public Realm	Does the development fulfil guidance for successful trees in the Public Realm?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Sustainable Drainage Systems	Does the development fulfil guidance for successful Sustainable Drainage Systems?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Street Hierarchy	Does the development fulfil guidance for successful street hierarchy?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Connected Layouts	Does the development fulfil the guidance for successful Connected Layouts?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Cul-de-sacs	Does the development fulfil the guidance for successful Cul-de-sacs?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Addressing the Street	Does the development fulfil the guidance to successfully address the street?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Form and Street Character	Does the development fulfil the guidance for successful form and street character?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Local Centres and Community Facilities	Does the development fulfil the guidance for successful local centres and community facilities?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Affordable Housing	Does the development fulfil the guidance for successful affordable housing?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Corner Plots	Does the development fulfil the guidance for successful corner plots?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Dual Entrance House Types	Does the development fulfil the guidance for successful dual entrance house types?					

Section B. 7. Strategic Codes for Major Development on Allocated Land, Cycle Infrastructure	Does the development fulfil the guidance for successful cycle infrastructure?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Open Space	Does the development fulfil the guidance for successful open spaces?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Car Parking	Does the development fulfil the guidance for successful car parking?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Bins	Does the development fulfil the guidance for successful bins?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Lampposts	Does the development fulfil the guidance for successful lampposts?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Flexible and Adaptable Homes	Does the development fulfil the guidance for successful homes that are flexible and adaptable homes?					
Section B. 8. Detailed Codes for Major Development on Allocated Land, Build Quality	Does the development fulfil the guidance for successful build quality?					
Section B. 8. Detailed Codes for Major Development on Allocated Land, Materials	Does the development fulfil the guidance for successful use of materials?					
Section B. 8. Detailed Codes for Major Development on Allocated Land, Roofs	Does the development fulfil the guidance for successful roofs?					
Section B. 8. Detailed Codes for Major Development on Allocated Land, Architecture and the use of Distinctive Detailing	Does the development fulfil guidance for successful architecture and distinctive detailing?					

