

**MINUTES OF THE MEETING OF THE PLACE SHAPING WORKING GROUP HELD AT THE  
COUNCIL OFFICES, STATION ROAD, WIGSTON ON THURSDAY, 14 SEPTEMBER 2017  
COMMENCING AT 6.30 PM**

**PRESENT**

Councillor J W Boyce (Chair)

**COUNCILLORS**

L A Bentley  
Miss A R Bond  
G A Boulter  
B Dave  
D M Carter  
M H Charlesworth  
M L Darr  
Mrs H E Loydall  
K J Loydall JP

**OFFICERS IN ATTENDANCE**

J Carr (Planning Policy Team Leader)  
M Hyrniw (Town Centre Manager)  
E Morgan (Planning Policy Officer)  
A Thorpe (Head of Planning, Development and Regeneration)

**8. APOLOGIES FOR ABSENCE**

Councillor Sharon Morris

**9. MINUTES OF THE PREVIOUS MEETING HELD ON 21 JUNE 2016**

Agreed

**10. LEICESTER AND LEICESTERSHIRE STRATEGIC GROWTH PLAN: SUMMARY OF PROGRESS**

Adrian Thorpe talked through a presentation slideshow regarding the Leicester and Leicestershire Strategic Growth Plan (SGP) for 2031 to 2050 and how that relates to the Housing and Economic Development Needs Assessment (HEDNA) for Leicester and Leicestershire (2016 to 2031). There are a number of strategic growth and transport corridors that if delivered, would result in significant levels of growth across the County. In particular, the A46 Growth Corridor to the south and south-east of Leicester could have an impact upon the Borough, should it be delivered.

Councillor John Boyce explained that Leicester City Council has declared an unmet need for the period 2016 to 2031 and therefore, for the SGP period to 2050, it is even more landlocked and therefore growth will have to be delivered outside of the City.

Councillor Michael Charlesworth asked Officers to confirm how much of the Borough of Oadby and Wigston is likely to be within the area highlighted as the A46 Growth Corridor. Adrian Thorpe explained that a route had not yet been decided and therefore it is not possible to say at this stage, although, the location of existing settlements may provide an indication of where constraints to the route of the new road might be.

Councillor Charlesworth also suggested that the Strategic Growth Plan includes a lot of detail on the need to deliver dwellings, but doesn't appear to focus so heavily on economic development to deliver the necessary amount of jobs to accompany such growth. Councillor John Boyce agreed and then explained that the only realistic option to deliver large scale growth across Leicester and Leicestershire would be to deliver major infrastructure corridors, such as the A46 Growth Corridor, which would then open up sites that aren't currently accessible because of the lack of suitable interconnecting infrastructure to the M1 / M69 / A46.

Councillor Helen Loydall expressed a concern that the Borough of Oadby and Wigston is not highlighted or mentioned in any way in the Strategic Growth Plan, and yet, the proposed A46 Strategic Growth Corridor would have a direct impact upon the residents and built environment within the Borough. Councillor Helen Loydall suggested that she had real concerns that the proposals could see a loss of identity for the Borough of Oadby and Wigston, should the A46 Growth Corridor be brought forward.

Adrian Thorpe explained that the Borough Council has a Duty to Cooperate with its partners across Leicester and Leicestershire as the Strategic Growth Plan is being drafted. In many ways, there are a lot on 'unknowns' about how the County will look in 2050, however, there appears to be a Government-led driven desire to develop the proposed A46 Growth Corridor, linking Lincolnshire (North-East Midlands) with the South-West of England forms part of the Midlands Connect Strategy which has been prepared with Government involvement. Should that aspiration be delivered, we have a duty to work proactively and seek the best outcomes for the Borough and the County of Leicestershire as a whole, through developing the Strategic Growth Plan. It was noted that in many ways, the Borough currently has a strong identity, which puts it in good stead for maintaining an identity in the future.

Councillor Lee Bentley acknowledged that this is a nationally-led infrastructure scheme and that if it was to have any bearing upon the increasingly severe levels of congestion that the Borough experiences on its road network at peak times, the route of the A46 Growth Corridor needs to be close enough to the Leicester Principal Urban Area to then be deemed as a viable alternative route to gain access to the M1 / M69 / A46 corridor.

End of All Members Briefing.

The following Members left the meeting:

Councillor Michael Charlesworth, Councillor David Carter, Councillor Latif Darr and Councillor Jeffrey Kaufman

## **11. DRAFT LOCAL PLAN FOR THE BOROUGH OF OADBY AND WIGSTON**

Jamie Carr talked through a presentation slideshow regarding the Pre-Submission Draft Local Plan for Oadby and Wigston (2016 to 2031) and explained how the objectives and growth targets set out in the emerging Plan are aligned so that the Council can meet the needs identified within the HEDNA (2017) up to 2031. He explained that the Council is working to a tight timetable, as agreed with the Department of Communities and Local Government, but so far, we are on target to meet those deadlines. The Plan is currently being drafted and is due to go out on public consultation on the 6<sup>th</sup> November 2017, subject to Member agreement at Policy Finance and Development Committee at the end of October.

The Spatial Strategy for the Borough to 2031 seeks to deliver new development primarily in the centres of Wigston, Oadby and South Wigston, as well as the surrounding Leicester Principal Urban Area (brownfield land) and Direction for Growth areas. In order to meet the 148 dwellings per annum need figure identified within the HEDNA (2017) up to 2031, in addition to brownfield sites, the Council must look to identify and release the most sustainable new site allocations to meet the identified need in the Borough (2,960 dwellings between 2016 and 2031). The Council must also identify additional land to meet its employment land need of 8 ha, as well as find suitable sites within the centres of Wigston and Oadby for relatively small-scale retail and office growth.

Councillor Helen Loydall requested that there is a strong policy position seeking to ensure that sub-division of family housing is discouraged in the future and that good design and character should be promoted and protected as much as possible. Jamie Carr explained that he is currently working on some draft wording (Policy 11) and that he will seek to share that with Members (to seek agreement) prior to the draft Local Plan going to PFD Committee at the end of October 2017. Councillor Loydall agreed that she was encouraged by this approach and welcomed the commitment from Officer's to tackle this issue within the Local Plan.

Members discussed the proposed policy approaches for each of the proposed draft Site Allocation Policy's. Members suggested that Officers do more research on the implications of including a requirement to deliver self and custom build plots on these sites. Members are particularly keen to ensure that should these sites not be taken up by interested parties, that the ongoing maintenance of those plots is not inadvertently left to the Council or that the sites do not end up becoming an eye-sore for the rest of the development. It was agreed that Officers would need to do some more research on this element of delivery, but that it might be something that is agreed through negotiations of the S.106 agreements for each site.

Councillor Helen Loydall asked whether there is an appropriate level of infrastructure being planned to support the delivery of the planned scale of growth across the Borough, for example, GP surgery's and Schools. Ed Morgan confirmed that the Council is currently preparing a Draft Infrastructure Delivery Plan and through doing so, is engaging with all of the key service providers to ensure that the Council is aware of the infrastructure needs to deliver such levels of new growth. The Infrastructure Delivery Plan is to be a 'live' document and it will be updated regularly throughout the Plan period to 2031 to reflect the latest position and to respond to any changes in the delivery of the Borough's new growth.

Members asked whether the emerging policy's in the Plan give due consideration to the needs of the whole population, including the elderly or those with specialist needs such as individuals requiring housing solutions that offer opportunities for extra care or adapted living conditions. Jamie Carr confirmed that is something that has been taken into consideration and that the Plan is for the whole community.

Members also discussed the transport implications for the proposed levels of growth across the Borough and Jamie Carr sought to gain Members views on potential mitigation of increased congestion on key routes both into the City of Leicester, as well as through the Borough from east to west towards the M1 / M69. All Members agreed that congestion at peak times is increasingly becoming an issue as a result of both new growth within the Borough and in areas adjoining the Principal Urban Area (PUA). Jamie Carr explained that the Council is aware of the key 'hot spots' for congestion at peak AM and PM flows and therefore, as part of the delivery of key Site Allocations, the Council is looking to identify strategies to deal with that as best it can. Members agreed that traffic flows should be

directed onto the roads and junctions with the most capacity, for example, onto Welford Road, the A6 and Palmerston Way (predominantly in Leicester City).

Councillor Kevin Loydall suggested that some of the 'quick solutions' would be to find ways to avoid buses stopping on the main carriageway whilst passengers embark and disembark. At peak times, it creates huge issues along routes throughout the Borough and throughout the County.

## **12. TOWN CENTRE MANAGER'S REPORT**

Mark Hryniw sought a decision from Members on the best approach to managing the location for the Granite Cubes in Oadby town centre. Members discussed the three options presented to them and agreed that the best approach would be to relocate them to a safer part of the centre where they cannot cause an obstruction in the road or cannot be hit by vehicles. Members were satisfied that Mark Hryniw could commence the work ASAP, provided that the cost to do so is not excessive.

Mark Hryniw explained to Members that at the Borough Council's request, the Council recently received a more detailed (and more expensive) quote to install the necessary infrastructure required to create a 'Free-Wifi Zone' for Wigston Town Centre compared to the previous quote that had been provided by Leicestershire County Council. Mark Hryniw will take a report to Policy, Finance and Development Committee in October to take a steer from Members as to what they deem to be the best course of action with regards to this project. There are a number of options available, but whichever is deemed to be the most favourable, there will be WiFi installed in Wigston town centre in some way and it is likely that this project will commence during this financial year.

Councillor Helen Loydall explained that there had recently been an announcement on the closure of the Farmers Market in Leicester City and she requested that Mark Hryniw contacts the appropriate person who manages that Farmers Market to see if there would be any interest in relocating their stalls to the Borough's Farmers Markets in Wigston and Oadby. Mark Hryniw agreed to make the appropriate enquiries.

## **13. DATE OF NEXT MEETING**

Thursday 7<sup>th</sup> December, 2017 (18:30, Committee Room).

**THE MEETING CLOSED AT 9.10 PM**



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**Chair**  
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**Thursday, 07 December 2017**  
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