

Local Plan (2025 – 2042)

**Regulation 19 Pre-Submission
Consultation Draft**

April 2026

Oadby & Wigston | Our borough -
the place to be

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Foreword



Our Local Plan sets out the Vision for the Borough of Oadby and Wigston's future up to 2042 so we can deliver on our ambitions for the Borough to be a vibrant place to live, work and visit. 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 the 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 speculative 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.

This Local Plan supports the delivery of 4,080 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 Local Plan public consultations during 2021, 2024 and 2025. 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 in cooperation. 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 now and in the future.
- 1.2.2 Local Plans are ambitious, 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 states 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 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. 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 national planning policy, including the relevant changes to the NPPF and has assessed options and approaches via 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 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 three 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. The third consultation period was the Regulation 19 Pre-Submission 2025 consultation stage that took place between midday on Friday 10 January and midday on Friday 21 February 2025. The Plan, however, was paused at this stage to consider the Borough's uplifted Local Housing Need (LHN), as per the updated NPPF and National Planning Practice Guidance (NPPG). These consultation stages very much focused on identifying the key issues and challenges that may exist within the Borough area over the 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. To manage this change and transformation effectively, this Local Plan establishes the Borough's growth strategy for the period 2025 to 2042.

- 1.4.4 The Plan period start date takes account of the publication of the Governments NPPF December 2024. The Plan sets out a housing target of 240 homes per annum for a 17-year period to give a total of 4,080 homes.
- 1.4.5 Taking account of the Site Options available for consideration (including those submitted in April 2025), 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 evidenced housing requirement to 2042.
- 1.4.6 The Council has considered 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.
- 1.4.7 The suite of evidence produced has considered the impacts of growth within the Borough area, as well as the proposed 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 on and / or off-site 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.
- 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 sustainable employment clusters and opportunities and new major infrastructure proposals;
 - Focusing growth in major strategic locations and reducing the amount that takes place in existing towns, constrained urban areas, villages and rural areas;
 - Five key growth areas. 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 that 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 businesspeople 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. Such high density and compact urban nature, causes significant challenges unseen in other areas around Leicester and Leicestershire.

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 (July 2025)² shows the average house price in the Borough is £259,716. 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 £325,000. In Wigston, the median house price is £275,000 and in South Wigston is £250,000. Further to this, a 4-bed detached house found the median price to be £475,000 in Oadby, £430,000 in Wigston and £420,000 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 229th out of 317, (where 1 is the most deprived) by the Indices of Deprivation 2025³. 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. According to the 2025 English Indices of Deprivation (Income Domain), approximately 8.3% of Oadby and Wigston's population are 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. Eight 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 Stonegate 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

² Land Registry: [House Price Index](#) (July 2025)

³ MHCLG: [English indices of deprivation](#) (2025)

always 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 NOMIS⁴, a service provided by Office for National Statistics, the Borough has an unemployment percentage for the period April 2024 to March 2025 of 3.6%. This is a decrease of 0.3% from the previous year. This compares to an East Midlands unemployment rate of 4.1 per cent and the national unemployment rate of 3.9 per cent. NOMIS (2023)⁵ 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 (15.3%) and the Great Britain average (13.7%).
- 2.3.6 The second largest employer is the Health sector (15.8%), closely followed by the Education sector (13.2%) and the Manufacturing sector (13.2%). Education 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 (0.2%), followed by the Water supply sector (0.7%). The Borough also has a relatively low workforce in the transport and storage industry at 3.2% compared to the East Midlands average of 7.1%. 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, poor Boroughs highway connectivity 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

⁴ NOMIS: [Labour Market Profile for Oadby and Wigston Employment and Unemployment \(Jul 2024-Jun 2025\)](#)

⁵ NOMIS: [Labour Market Profile for Oadby and Wigston Employee Jobs by Industry \(2022\)](#)

facilities and services in Oadby district centre, and the sports facilities are used and 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, not only because of local 'loyalty' but also because of the borough's congested road network and unreliable public transport services. This leads to each of the centres providing a similar range of opportunities, albeit at a different scale.
- 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 (and one lesser route – Gartree Road) transport routes that serve the City of Leicester and access to neighbouring authority areas: 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 strategic 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. Due to the Borough's constrained nature, mitigating traffic congestion from new development is limited or not possible.
- 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 more frequent.
- 2.5.4 The Borough has access to the Leicester to Birmingham railway line via South Wigston Railway Station, however this service is limited as well as the station having limited capacity.

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 Limedelves 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 40 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 of 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 30-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 2042 given the influence of this Plan.

Vision

In 2042, 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 be as carbon neutral as possible 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 more 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 maintained at a level that ensures as reliable and free flowing movement of vehicular traffic as possible. A severely congested highway network not only impacts private car use, but also negates the positive impact that more sustainable modes of transport could have.

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, sustainable 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 Healthy 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 be as carbon neutral as possible 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 to comply with 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.

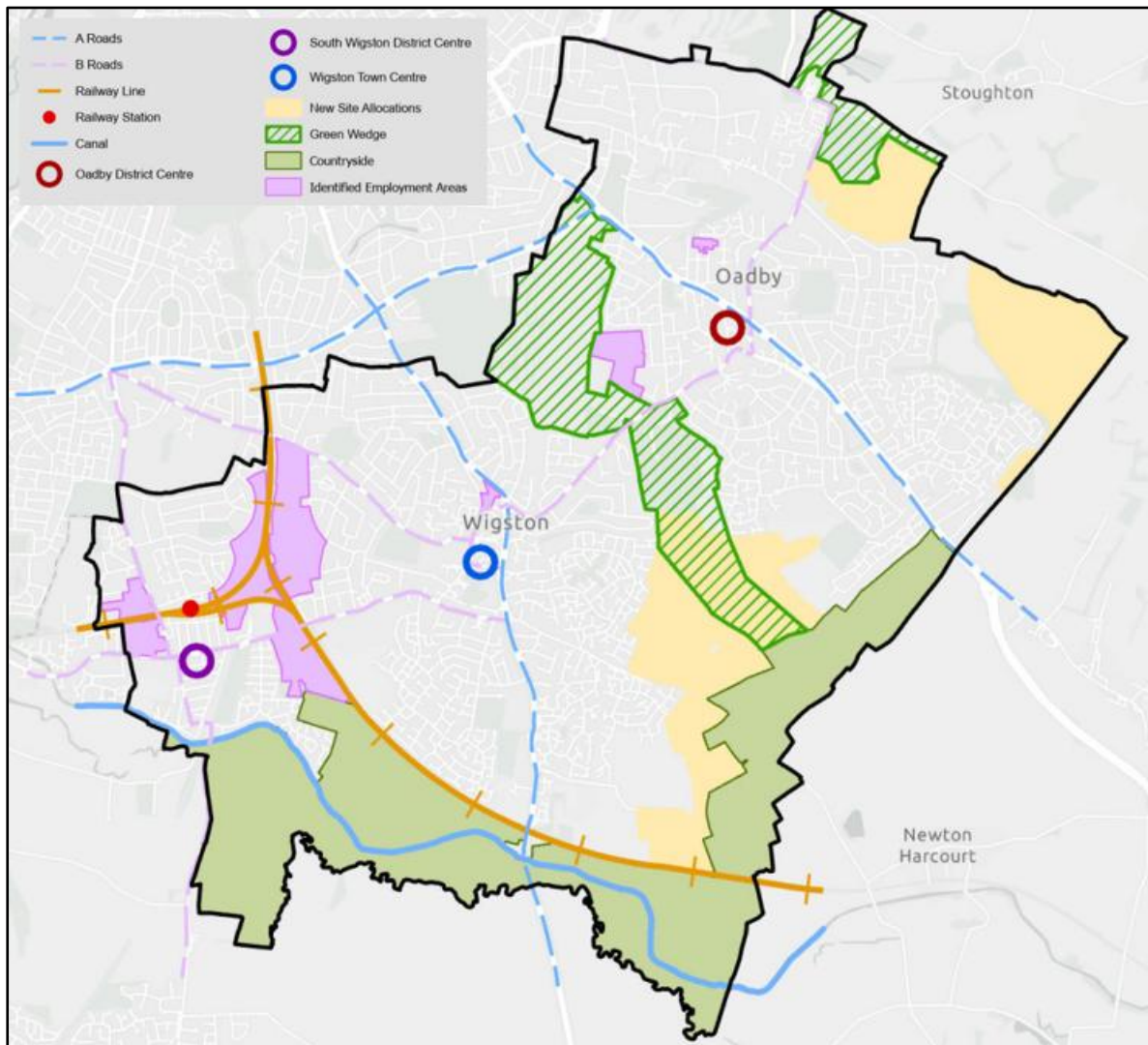
Spatial Objective 15: Kilby Bridge regeneration

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.

Key Diagram

3.3.1 The Key Diagram (Figure 1 overleaf) illustratively highlights what the Local Plan is seeking to achieve and identifies key areas of housing and employment growth. It should be noted that the Key Diagram is not to scale and is diagrammatic.

Figure 1. The Key Diagram



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 that can be accommodated 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 2042 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 The National Planning Policy Framework (NPPF) requires local authorities to calculate their local housing needs based upon the updated standard methodology (December 2024). For the Borough of Oadby and Wigston, the Government calculated local housing need is 389 dwellings per annum (or 6,613 homes over the plan period). As evidence prescribes, this Local Plan identifies a local housing requirement of 240 dwellings per annum (4,080 homes over the 17-year plan period of 2025 to 2042). The remaining 149 dwellings per annum, or 2,533 homes over the plan-period, will be redistributed around Leicester and Leicestershire as agreed in the relevant Leicester and Leicestershire Statement of Common Ground (SoCG).
- 4.2.2 As the Plan period has already started, of the 4,080 dwellings required over the Plan period, the current remaining requirement is 3,015, which incorporates a 5 per cent Lapse Rate plus a 5 per cent supply buffer.
- 4.2.3 The Council's evidenced housing requirement of 240 dwellings per annum is underpinned by a number of key documents, namely:
- Site Capacity Study (OWBC, 2025)
 - Housing Market Absorption Study (Iceni, 2025)
 - Local Highways and Transport Assessment (AECOM, 2025)

In short, if the Borough area delivered housing over the Plan period equivalent to that calculated by the standard method; the highway network would be severely

congested, vehicular and public transport movements would be hampered to an unacceptable degree; and design and sustainability of new development would be reduced to undesirable levels. It would be contrary to the very Vision and spatial objectives that this Local Plan sets out for the Borough area.

- 4.2.4 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 six 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.
- 4.2.5 The Council would always seek to actively encourage the reuse of previously developed land, however, it 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 six Allocation Sites, as set out in this Local Plan.
- 4.2.6 Table 1 illustrates the position as of 31st March 2025 regarding the housing requirement and housing supply in the Borough. The table shows the number of committed net additional homes and the number of net additional homes allocated in this Plan up to 2042 to meet the housing requirement.

Table 1: Housing requirement for the Plan period (as of 31.03.2025)

a	Housing Requirement 2025-2042	4080
b	Committed development (with extant planning permission or under construction)	1336
c	5% lapse rate	67
d	Residual requirement (a - b + c)	2811
e	5% buffer on requirement (5% of a)	204
f	Number of dwellings to be allocated (d + e) (to meet requirement)	3015

- 4.2.7 To enable delivery of the Council’s evidenced housing requirement for the period 2025 to 2042, Table 1 has been based upon the following methodology:

a = 240 annual requirement x 17-year Plan period

b = Committed development (the number of additional homes that have extant planning permission, which are either not under construction, or under construction, but not yet complete)

c = 5% Lapse Rate (recognising that not all commitments will come forward)

d = Residual requirement (total housing requirement, minus the number of housing commitments and with 5% lapse rate added)

e = 5% buffer of overall requirement (positive planning, guards against site under delivery, whilst recognising there could be a lag in build out rates on allocated sites)
f = Number of dwellings to be allocated in Local Plan (to meet the housing requirement)

- 4.2.8 The Council will apply the Plan, Monitor, Manage approach to deliver this Plan's spatial strategy.
- 4.2.9 As set out above and throughout this Plan, the Borough Council recognises the importance of taking a pragmatic approach to meeting its evidenced housing requirement over the Plan-period (240x17=4,080). In addition, to the new homes being provided in the Borough area, alongside Harborough District Council, the Council is allocating a significant cross boundary land area that will accommodate in the region of 4,000 new homes, as well as much needed infrastructure services and facilities. 850 of the new homes will be located within the Borough area, with the remaining 3,150 new homes directly adjacent to the Borough area. The impact of the 3,150 new homes within Harborough District will all be on the Borough of Oadby and Wigston, which will add to the highway impacts seen within the Borough area over the Plan period. However, although all of the impact of the development will be seen by the Borough area, and it will add to significantly add to the highway impacts seen, this development is seen as a first phase of a much greater vision for the south east of Leicester that will unlock significant strategic infrastructure, including highways, that will help mitigate its impact on the Borough in the longer term, therefore the Borough area, is accepting 'short term pain, for longer term gain'.
- 4.2.10 Although the evidence suggests that the Borough areas highway network has a capacity limit (240 dpa), the buffer although relatively small, will 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 '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'.

Figure 2: Local Plan Housing Trajectory (2025-2042)

Year	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	41/42	Totals
New additional housing commitments as of 01/04/2025	241	351	364	178	112	90												1336
New additional homes on Site Allocations				60	90	123	193	283	318	323	358	277	215	195	195	195	190	3015
Expected windfall			37	37	37	37	37											185
Annual dwelling total	241	351	401	275	239	250	230	283	318	323	358	277	215	195	195	195	190	4536
Cumulative dwelling total	241	592	993	1268	1507	1757	1987	2265	2588	2911	3269	3546	3761	3956	4151	4346	4536	
Local Plan target (4080) (240 per annum)	240	480	720	960	1200	1440	1680	1920	2160	2400	2640	2880	3120	3360	3600	3840	4080	

New Jobs

- 4.2.11 The Leicester and Leicestershire 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.
- 4.2.12 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.
- 4.2.13 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. Given that the Council's identified employment need for the Plan period is being met (exceeded) in full this Plan will not allocate any further land.
- 4.2.14 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

- 4.2.15 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.
- 4.2.16 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 will take account of the 'town centre first' policy objectives, but also, weigh up the benefits associated with serving identified retail needs to internalise trips on larger site allocations by providing local shopping and services as part of new local centres to serve those new communities and reduce the need to get into the car to purchase day-to-day convenience goods.

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

- 4.2.17 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.
- 4.2.18 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

- 4.2.19 Due to the housing growth required, compliance with the NPPF, and the Council's promotion of positive planning, this Plan (at Chapter 12) has identified six 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 2042

Site Allocation Reference	Number of dwellings to be allocated	Site Name
AP1	900	Land North of Newton Lane, Wigston
AP2	500	Wigston Meadows Phase 3, Wigston
AP3	130	Land North of Glen Gorse Golf Course, Wigston
AP4	At least 850 (as part of cross-boundary site for 4,000 homes in total)	Land South of Gartree Road Strategic Development Area
AP5	500	Land East of Stoughton Road, Oadby
AP6	135	Land South of Sutton Close, Oadby
	3,015	

- 4.2.20 All six 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.

- 4.2.21 The Local Highways and Transport Assessment (LHTA, 2025), recognised that although there will be significantly increased traffic levels on the surrounding roads and junctions of each allocated growth area, the impact will not be severe or unacceptable when delivering 240 dwellings per annum in the Borough.
- 4.2.22 In total, the six Site Allocations will accommodate 3,015 new additional homes in the Borough. This will be achieved with approximately 1,500 new homes on three new sites in Wigston and roughly 1,500 new homes on three new sites in Oadby.
- 4.2.23 Site allocation AP4 - 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 2042, it is anticipated that the development will contribute a significant number of new homes and employment land within the District of Harborough and at least 850 new homes in the Borough of Oadby and Wigston. The Site has also been identified by the Government as a New Homes Accelerator project⁶.
- 4.2.24 A site allocation of this scale will enable the two partner Local Authorities to secure much needed on-site infrastructure, such as schools, community facilities and transport improvements, critical to sustaining vibrant communities through the internalisation of trips and by enhancing the quality of life for local residents. As mentioned above, the site is very much a first phase of a much larger growth vision for this area of Leicestershire. It is therefore crucial that this site will deliver a link road that will, in time, link up with future phases and site allocations, to relieve the traffic that it will generate.
- 4.2.25 The six 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, delivery of new local centres on large site allocations to achieve sustainable spatial distribution of improved local shopping and leisure facilities, and provision of outdoor sport and open space.

Design Code

- 4.2.26 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 site, irrespective of land ownerships. The Council has adopted and published a Design Code (2025) 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.
- 4.2.27 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

⁶ New Homes Accelerator Project, announced [29.08.2024](#)

National Design Guide, which will lead to well-designed buildings and high-quality public realm.

- 4.2.28 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

- 4.2.29 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.
- 4.2.30 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.
- 4.2.31 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 windfall sites throughout the full duration of the plan-period.
- 4.2.32 The Council will always 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, 2025 to 2042, 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 (2025 to 2042) is 4,080 new homes. Taking account of completions, committed development, lapse rates and supply buffers, this Plan allocates 3,015 new homes to fulfil the Borough' housing requirement. 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:
 - a) 900 new additional homes at Land North of Newton Lane, Wigston (AP1)

- b) 500 new additional homes at Wigston Meadows Phase 3, Wigston (AP2)
 - c) 130 new additional homes at Land North of Glen Gorse Golf Course, Wigston (AP3)
 - d) 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 (AP4)
 - e) 500 new additional homes at Land East of Stoughton Road, Oadby (AP5)
 - f) 135 new additional homes at Land South of Sutton Close, Oadby (AP6)
4. Although no additional retail and / or employment allocations are required over the Plan period, except on specific site allocations to promote sustainable development, 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 (heritage assets and setting) 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 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. For the purpose of this policy, large scale change refers to developments of 100 dwellings or more, 1,500 square metres of commercial floorspace or more, or 4 hectares or more.
- 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 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 support the use of local workforce in all development proposals. Employment opportunities for people from within the local workforce will ensure that larger developments coming forward employ and / or upskill local people in the construction and operation of those schemes. The benefits of employing people from the local area are that it will help to boost the local economy and it will also reduce the pressure of the local road network by reducing the need to attract suitably skilled employees from further afield. The

Council will encourage developers to work in partnership with the Council's Economic Development Team to maximise job opportunities for local people including employment, training, apprenticeship opportunities, outreach programmes including schools to raise aspirations and awareness of job opportunities, including during construction phases.

- 4.4.5 Proposals for new regeneration schemes and initiatives that lead to large scale change will be consulted upon appropriately. 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 Schemes and Large-Scale Change (Strategic)

1. When regeneration schemes or large scale change is proposed, the Council will require applicants to show how they have complied with, or 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 but will 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 and the wider community;
 - 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;
 - 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 the development, demonstrating how BNG measures will contribute towards objectives within the Local Nature Recovery Strategy;
 - 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. Development proposals of 500 homes or more will be required to make effective use of local skills and to generate new training opportunities, particularly for young people and residents who are unemployed in the local area.

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 Inevitably, new development will put pressure on existing local infrastructure because of the change that occurs, 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 .
- 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 2042. 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 (CIL) 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), the Infrastructure Delivery Plan (latest edition), and the Community Infrastructure Levy Viability Assessment (2025).

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 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. The Council must be satisfied that the alternative proposal will still achieve a satisfactory outcome for all.
- 4.6.13 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.
- 4.6.14 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

- 4.6.15 The Council has assessed the option of developing a Community Infrastructure Levy (CIL) charging schedule via the preparation of a Community Infrastructure Levy Viability Assessment (2025). The conclusions reached in the CIL Viability Assessment recommended CIL rates that will ensure that development will remain viable. The Council will also continue to secure non-CIL chargeable infrastructure contributions through Section 106 and / or other related Agreements to mitigate the impacts of new development. The Council is seeking to adopt a Community Infrastructure Levy Charging Schedule alongside this Local Plan.

Cross Boundary Contributions

- 4.6.16 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.

- 4.6.17 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 exacerbate congestion within the Borough to unacceptable levels.
- 4.6.18 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 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. 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 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, the applicant must establish the individual and / or cumulative impact the proposed development will have upon the surrounding infrastructure network within the Borough and / or within the local authority areas adjoining the Borough.
7. Developments occurring within the Borough (or within neighbouring local authorities) which have cross boundary impacts will be considered when developer contributions are being negotiated and agreed. A Community Infrastructure Levy (CIL) Charging

Schedule will be introduced to ensure that funding can be secured towards the delivery of all infrastructure items included on the Council's CIL Regulation 123 list.

8. The timing of infrastructure delivery must be aligned with the phasing of development provision. 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.
10. Developments may be subject to a viability review (at the developers cost) where economic circumstances have changed over the lifetime of the development.

Exceptional Circumstances

11. The Council will only consider 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 policy requirements would render the development proposal unviable based on a PPG-compliant developer funded viability assessment agreed with the Council (through an open book approach).
12. 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.
13. 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 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. If the Plan is silent or deemed out of date, the Council will follow the approach set out the relevant parts of the National Planning Policy Framework.

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 because 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, it is reported that 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. 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. 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 more efficiently, preventing, reducing, reusing and recycling 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 must 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.
- b) The Council will support and promote the creation of low carbon heating / cooling networks and the delivery of renewable energy schemes and other measures identified in the Local Area Energy Plan for Leicester and Leicestershire.
- c) Development proposals 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 proposals 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.

Maximising carbon sequestration

- e) Development proposals 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.
- f) Development proposals must achieve a positive contribution to the habitat network through habitat protection, creation and enhancement having regard to the latest adoption version of Leicester, Leicestershire and Rutland Local Nature Recovery Strategy.

Climate Change Adaptation and Mitigation

- g) Development proposals 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.

- h) Development proposals 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.
- i) Development proposals 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.
- j) Development proposals must seek to provide adaptation and mitigation measures which improve the resilience of communities, reduce inequality and bring a range of social benefits.
- k) Development proposals must not compromise land that is required to deliver the objectives of either the national or local nature recovery network.

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 onsite or 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 and justified 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 2025) 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)
- Borough of Oadby and Wigston Level 2 Strategic Flood Risk Assessment: NaFRA2 Addendum (2025)

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

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

quality in rivers and groundwater, affecting biodiversity, amenity value and potential water abstraction. After heavy rain, the initial run-off is often highly polluting.

- 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 Sequential Test as necessary, in accordance with the latest national policy and guidance);
 - 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 on-site and elsewhere.

4. A detailed site-specific Flood Risk Assessment will be required for all development proposals. The assessment will reflect the requirements of the NPPF.
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) 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. In addition, 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 will 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) 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 justified technical 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) Should have finished floor levels 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, should have 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 should 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.
15. The design and layout of SuDS, should prioritise nature-based solutions and, taking account of the hydrology of the site, must demonstrate that the peak rate of run-off over

the lifetime of the development, allowing for climate change, is no greater for the developed site than it was for the undeveloped site and reduced wherever possible. All developments are required to achieve at least a 20% reduction in run-off rates compared to pre-development conditions to account for existing surface water runoff problems.

16. Prior to the commencement of development, the responsibilities for management and maintenance in perpetuity of the SuDS must be agreed.

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. All development will be assessed on the level of pollution it would generate and the impact it would have on the surrounding area including cross boundary issues as well as the natural and historic environment.
- 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 their 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. Where new noise sensitive development is proposed in close proximity to an existing noise generating use, noise mitigation measures must be in place and must not result in the creation of unacceptable residential amenity.
3. Development proposals that have not clearly demonstrated how noise and other nuisances will be mitigated and managed will 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. The assessment will include cross boundary issues where relevant.
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, or the standards in accordance with the most up to date Building Regulations. 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 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.

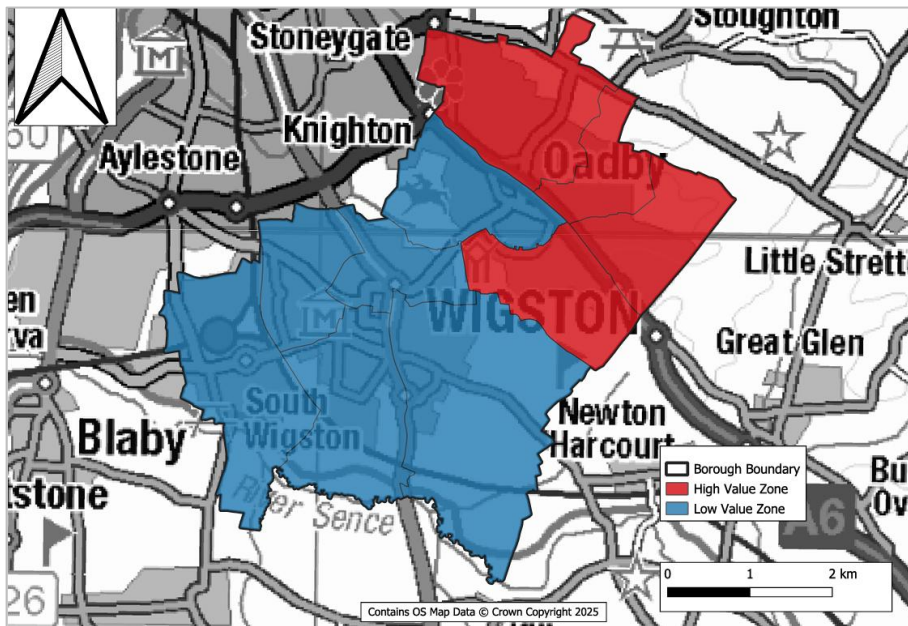
Relevant Spatial Objectives

- 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) 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, 2026) 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 2042.
- 6.2.4 The Viability Study demonstrates that viability on housing sites in the Borough of Oadby and Wigston varies according to local housing and land values (as set out in Figure 3 below). Therefore, a sliding scale of affordable housing requirements, ranging from 10% to 30%, has been set out in Policy 9, reflecting this variation.

Figure 3. Borough of Oadby and Wigston Housing Value Zones



(Source: Aspinall Verdi 2026, Oadby and Wigston Whole Plan Viability Assessment, 2026)

Policy Text

Policy 9: Affordable Housing (Strategic)

1. The Council requires the provision of affordable homes on new developments of ten homes or more. 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

Value Zone	Greenfield	Brownfield
Higher Value Zone	Higher Value / Greenfield typologies can support affordable housing at the proposed affordable housing rate of 30%.	High Value / Brownfield typologies can support affordable housing at the proposed affordable housing rate of 10%.
Lower Value Zone	Lower Value / Greenfield typologies can support affordable housing at the proposed affordable housing rate of 20%.	For the Lower Value Zone (on brownfield sites) the maximum potential affordable housing is 10%. However, flexibility may need to be applied to policy for development in this regard due to the challenging viability associated with brownfield development in the lower value area.

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 ten homes or more threshold does not restrict proposals providing affordable homes on sites of fewer than 10 homes.

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 3, 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 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 ten homes or more 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 but must be commensurate to providing the equivalent number of affordable homes, including land costs.

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'.

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. Development that achieves this will be in principle supported.
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 exceedances of the relevant Air Quality Assessment Levels. If sites are known to be contaminated, or where contamination is subsequently discovered, allocation will only be permitted where it can be demonstrated that contamination is not significant or can be mitigated to be suitable for use.
 - 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 2042 and beyond.
- 6.8.3 The spatial strategy for the Local Plan envisages a step change in housing delivery (from 148 dpa in the adopted plan to 240 dpa in this plan, a 62% increase) within the authority. The Housing market absorption study (August 2025) highlights that a way to increase housing delivery, in line with the Government's ambition to deliver growth, is by having a thorough mix of housing sizes and types as well as a diversity of products (such as affordable housing, specialist housing for the elderly) on the same site as market housing for sale. The study states in para 3.46 (pg 44) that *"it is notable that historical delivery on the larger schemes considered has focused on traditional homes for sale – focused on delivery of family-sized homes – together with affordable housing provision secured through S106 agreements. Delivery of specialist housing for older persons, care homes or build to rent for instance provide opportunities to support higher build-out rates in catering for different market segments.."*

- 6.8.4 The study also considered the contribution build to rent development could make, especially considering the close functional relationship between the borough and the city of Leicester.
- 6.8.5 The Lichfields study ‘Start to Finish’ (3rd edition March 2024) examines how quickly sites come forward through the planning system and what rate sites tend to build out at. It found that (pg 19) *“Large amounts of affordable housing on a site can boost delivery, if viable, because it taps into an additional source of demand”*.
- 6.8.6 The Council commissioned a study on specialist housing provision by Nexus (March 2024) which examined the future needs for different forms of housing. The outcome was that there is a significant, and growing, proportion of older people in the Borough - in particular, a large proportion of people aged 75 and over. The number of wheelchair users in the Borough is projected to increase by 27.6% between 2021 and 2041, with the number of people experiencing dementia also projected to increase by 44.4% over this period.
- 6.8.7 Nexus identified that (pg4) *“This Study also demonstrates that a sufficient need exists to justify the delivery of the M4(3): Wheelchair user standards, which will help bring forward an adequate supply of accessible housing within all categories and enable a greater proportion of disabled people to meet their needs at home. The Council should therefore seek to deliver future policies that will require all new dwellings to be built to at least meet M4(1) and M4(2) standards, as well as encourage M4(3) standards where viable.”*
- 6.8.8 The joint Leicestershire-wide HENA (2022) recommended a dwelling mix for both market and affordable dwellings. The table below follows their recommendation for market dwellings but takes a different approach for affordable housing, based on the authority’s own housing waiting list data for the past three years.

Policy Text

Policy 12: Housing Choices (Non-Strategic)

1. All applications for new residential development must contribute towards delivering a mix of dwelling types, tenures and sizes that meet the identified needs of the communities within the Borough.
2. For developments of 10 or more dwellings, the mix of dwelling sizes, as per the Leicester and Leicestershire Housing and Economic Needs Assessment (2022) for Market Housing and the Council’s Housing Teams data for Affordable Housing (illustrated below in Table 4), must be met, 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%

3. The Council will require developments of 10 or more dwellings to include bungalows and / or accessible and adaptable ground floor level 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 evidenced Borough need and is proposed in appropriate sustainable locations.
4. All new dwellings will be expected to meet the accessible and adaptable M4(2) Building Regulations technical standards (or any successor standard). In addition, developments of 10 or more dwellings will be expected to contribute a minimum of 5% dwellings meeting Building Regulations technical standard M4(3)A (wheelchair adaptable) or any successor standard.
5. The Council will expect the specialist M4(3)A homes to be within a 10-minute walk of existing or proposed LTN 1/20 compliant walking, cycle and wheeling infrastructure to enable people with limited mobility access to the safest and most wheel-friendly routes.
6. All new dwellings will be expected to meet as a minimum, the Government's Nationally Described Space Standards (or any successor standard) for internal floor areas and storage space. These standards will apply to all dwellings, including those created through subdivision and conversion. New residential dwellings will be expected to have direct access to an area of private and / or communal amenity space. The amount of outdoor amenity space must be appropriate to the size of the dwellings being proposed and designed to allow effective and practical use of and level access to the space.
7. The provision of supported and specialist forms of accommodation (Use Class C2) will be supported, where there is an evidenced Borough need. Specialist housing will be sought as an integral part of all residential development of 500 dwellings or more at a rate of at least 10% of all dwellings proposed.
8. The provision of build to rent properties will be supported, taking into account the latest evidence on housing needs in the borough. Build to rent housing will be sought as an integral part of all residential development of 500 dwellings or more at a rate of at least 10% of all dwellings proposed.

Policy 13: Self and Custom Build (Non-Strategic)

What this Policy will do

- 6.9.1 The policy seeks to ensure that the Council 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

- 6.10.1 Monitoring evidence shows a very low level of demand for Self-Build and Custom Housebuilding in the borough. As such the Council believes that plots should not be left vacant for an unreasonable length of time when there is such a high level of need for housing and developers should have the opportunity to build plots out. Marketing must involve publicity within the borough, including informing the Council so it can contact people on its self-build register and be reflective of local market rates. Sites in lower value areas should not be marketed at rates found in higher value areas within the Borough.

Policy Text

Policy 13: Self and Custom Build

1. The Council will support the provision of Self Build and Custom Housebuilding (SBCH) serviced plots on all sites, where they satisfy all other relevant policies within this Plan. Once completed and available for development, the serviced plots should be marketed for a period of not less than 12 months, in line with market land values found in the Borough. If, following this period, any of the serviced plots remain unsold; they may be built out by the developer.
2. 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.
3. All 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.

Policy 14: Retention of Existing Dwellings (Non-Strategic)

What this Policy will do

- 6.11.1 The policy seeks to ensure that the Council retains its current housing stock and only permits losses in exceptional circumstances. Where conversions occur the Council will seek to protect existing amenity levels.

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

- 6.12.1 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. Further, housing that displays high quality design, or particular character will be retained.
- 6.12.2 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.
- 6.12.3 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.
- 6.12.4 While conversions can provide a valuable source of housing there is the possibility that, if not managed properly, they can have a significant adverse impact on the street scene. The criteria is there to ensure that existing levels of residential amenity are at least preserved by the development.

Policy Text

Policy 14: Retention of Existing Dwellings

1. The Council will seek to resist any loss of existing residential dwellings, (Use Class C3). Any development proposal that results in the loss of residential accommodation will be resisted unless any of the following exceptions apply:
 - a) It can be demonstrated that the dwelling cannot be renovated to achieve the Government's Nationally Described Space Standards (or any successor standard); or
 - b) The proposal would result in a net gain in dwellings; or
 - c) The loss would enable the dwelling(s) to be enlarged to meet at least the Government's Nationally Described Space Standards (or any successor standard); or
 - d) The proposed change of use will provide a local community service / facility that meets an identified need in the Borough; or
 - e) It can be demonstrated that a proposed change of use is the only practicable way of preserving a heritage asset;
 - f) Applications for the conversion of flats or Houses in Multiple Occupation (HMO) back to family sized homes will be considered on their merits.

2. When considering proposals for the conversion of dwellings into smaller units of self-contained accommodation, the proposal must.
 - a) meet the Government's Nationally Described Space Standards (or any successor standard) and requirements for private outdoor space.
 - b) provide satisfactory levels of amenity space, privacy, daylight, parking and access, and adequate and convenient refuse storage and collection;
 - c) use acoustic insulation to protect neighbouring and adjacent properties through appropriate party wall insulation;
 - d) design any external alterations to not detract from the appearance of the property or the street scene;
 - e) ensure that the balance of hard and soft landscaping on the forecourt (including forecourts that are already substantially hard-surfaced) does not detract from the appearance of the property or the street scene.

Policy 15: Retention of Specialist Housing (Non-Strategic)

What this Policy will do

6.13.1 The policy seeks to ensure that the Council retains its current stock of specialist accommodation and only permits losses where this will result in an improvement in either the quality of accommodation or the quantity of specialist accommodation for which there is a greater need.

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

6.14.1 Paragraphs 6.8.6 and 6.8.7 above highlight data from the Nexus study on specialist housing on the high level of demand within the borough for forms of accommodation that cater for the needs of an increasingly ageing population.

Policy Text

Policy 15: Retention of Specialist Homes

1. Proposals that result in the loss of existing specialist housing designed to meet the needs of older people such as Bungalows (Use Class C3) or dwellings offering some degree of care (Use Class C2) will be resisted unless:
 - i. there no longer an identified borough level need for the existing form of specialist housing; or
 - ii. justification is provided that the accommodation is no longer suitable for specialist housing; or
 - iii. redevelopment would provide an improved quality of a comparable category of specialist housing and associated facilities; or
 - iv. redevelopment would provide an alternative form of specialist housing which has a demonstrably greater borough evidenced need and the provision of the specialist housing and associated facilities are of the appropriate standard.

Policy 16: Provision of Homes in Multiple Occupation (HMO's) (Non-Strategic)

What this Policy will do

- 6.15.1 The policy seeks to ensure that the Council retains control over the provision of houses in multiple occupation to ensure that their provision does not lead to an overall decline in residential amenity.

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

- 6.16.1 While HMOs can provide a valuable source of housing there is the possibility that, if not managed properly, they can have a significant adverse impact on the street scene. The criteria are there to ensure that existing levels of residential amenity are at least preserved by the development.

Policy Text

Policy 16: Provision of Homes in Multiple Occupation (HMP's) (Non-Strategic)

1. An application for the creation of a House in Multiple Occupation will be considered against the following criteria;
 - a) The development of a HMO must not result in a non-HMO dwelling being sandwiched between two HMOs and must not lead to a continuous frontage of three or more HMOs.

Sandwiching includes:

 - i. three or fewer dwellings in a street located between two single HMO properties; or
 - ii. a residential flat within a sub-divided building where the majority of flats are HMOs; or
 - iii. a residential flat within a sub-divided building in a street located between two other subdivided buildings with at least one HMO flat in each building;
 - iv. a residential flat within a sub-divided building located between two HMO flats above and below; or
 - v. a residential flat within a sub-divided building located between two HMO flats on both sides
 - b) Alterations to the internal layout or additions to the dwelling must comply with the relevant Building Regulations standards on sound (or any successor standard) from/to other parts of the same building and from/to adjoining or neighbouring buildings. Should the development require planning permission for conversion to

Sui Generis, the applicant will be required to demonstrate how this requirement will be complied with.

- c) The design of external space is safe and secure, and includes provision for washing facilities and adequate vehicular parking where required, and cycle parking, and ensures access to useable outdoor amenity space;
- d) Sufficient refuse bin storage is provided externally within the curtilage of the property, within a suitably located and designed structure so that the refuse bin is not visible from the public realm;
- e) The proposal meets the Council’s amenity standards for houses in multiple occupation.

Policy 17: Urban Infill Development (Non-Strategic)

What this Policy will do

6.17.1 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

- 6.18.1 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.
- 6.18.2 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.
- 6.18.3 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.
- 6.18.4 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.
- 6.18.5 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.
- 6.18.6 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 17: 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 harmful impacts on heritage assets or settings, 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 18: 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.
- 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 applications, 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) sets out 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 Council's previous 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.
- 7.2.10 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 this 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 Text

Policy 18: 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. 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 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) The unit 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.

Policy 19: 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 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 While the authority supports the town centre first approach there are a number of large allocations proposed that, if implemented, would generate a large number of residents and a significant number of car trips. Evidence elsewhere highlights the problems with the borough’s highway and transport network and therefore on a number of the proposed allocations a small scale local centre is proposed to cater for daily convenience goods needs which should be readily accessible on foot or by bicycle.
- 7.4.8 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.
- 7.4.9 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.
- 7.4.10 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 within the established centres.
- 7.4.11 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 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).

- 7.4.12 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.
- 7.4.13 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.
- 7.4.14 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 19: 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.

6. As required, site allocations will be required to make provision for a local centre to cater for daily convenience needs to ensure the new communities are as self-sufficient as possible, to encourage access to services, as well as discourage the use of motorised vehicles for short trips.

Retail Hierarchy

7. 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 centre 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; Stoughton Grange, Oadby; Gloucester Crescent, South Wigston; Kelmarsh Avenue, Wigston; Leicester Road, Wigston; Little Hill, Wigston; and, Queens Drive, Wigston.

Sequential Approach

8. 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.
9. 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

10. 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.
11. 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

12. The defined centre boundaries and the primary shopping areas for Wigston, Oadby and South Wigston are shown on the Adopted Policies Map.
13. 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

14. 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.)

15. 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

16. 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

17. 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

18. 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.
19. 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

20. 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 20: 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 20: 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. In accordance with national policy, permission will not be granted where hot food takeaways and fast food outlets that are proposed in locations that are:
 - a. Within walking distance of schools and other places where children and young people congregate, unless the location is within a designated town centre; or

- b. In locations where there is evidence that a concentration of such uses is having an adverse impact on local health, pollution or anti-social behaviour.

8. Transport and Community Infrastructure

Policy 21: 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 address local issues.
- 8.2.8 The Council has an adopted Air Quality Strategy 2025-2029 that will continue to seek improvements to air quality. The Strategy highlights that the major source of pollution in the Borough comes from road traffic and it aims to reduce transport emissions. The Strategy notes that currently there are no exceedances in air quality and the Council would like to see them fall further.

Policy Text

Policy 21: 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 rebalancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported.
2. In line with the adopted Air Quality Strategy, 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 in line with LTN 1/20;
 - 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 both on and off-site works where new or improved infrastructure is required to mitigate 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) to be underpinned by a vision-led approach to sustainable modal shift;
 - 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 22: 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 need to 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 22: 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. Additional guidance is provided by Sport England⁸.
3. Where impacts (direct and/or cumulative) on the transport network are identified contributions will be required to mitigate their impact.
4. Where there are identified capacity issues with respect to the additional travel demand expected to be generated by new development proposals, permission will be dependent on the provision of the necessary public transport, cycling, walking infrastructure to cater for this demand. Consideration will be given to both existing and planned transport infrastructure. The Council will use measures to ensure that development is appropriately phased in order to avoid excessive strain on the transport network and to ensure additional infrastructure demands arising from the development can be appropriately accommodated.

⁸ <https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design>, Sport England

Policy 23: 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 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 platform⁹ by Leicestershire County Council has been developed to provide a resource for planners, developers and other interested parties to find information on how to create healthier places. This is a useful webpage 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 Guidance¹⁰ 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.
- 8.6.13 Like other Local Planning Authorities in Leicester and Leicestershire, the Borough Council has worked collaboratively with the Public Health Team at Leicestershire

⁹ <https://resources.leicestershire.gov.uk/health-and-wellbeing> Leicestershire County Council

¹⁰ <https://www.gov.uk/guidance/health-and-wellbeing> National Planning Practice Guidance on Healthy and Safe Communities

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 23: 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 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. Additional guidance is provided by Sport England¹¹;
 - 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

¹¹ <https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design>, Sport England

- 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 and if identified as required by the tool, a Health Impact Assessment (HIA).
 3. The level of information required in the (HIA) will be proportionate to the scale and nature of the development proposed. For developments where 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 Team¹².
 4. 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 what measures to mitigate the impacts are provided, either on-site and / or off-site, using planning obligations.

¹² <https://resources.leicestershire.gov.uk/health-and-wellbeing/health-impact-assessments>,
Leicestershire County Council Public Health

Policy 24: 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 24: 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 transport statement. Where there is an 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 25: 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 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.

Indoor Sports Facilities

- 8.10.11 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.
- 8.10.12 The Council will seek the provision of new and / or upgraded facilities where there is an evidenced need to do so.
- 8.10.13 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.

8.10.14 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.

8.10.15 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 25: 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 26: 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 2042. 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 2042. 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 The requirements for each typology of open space are identified below.
- 8.12.14 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.

- 8.12.15 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).
- 8.12.16 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 26: Open Space, Outdoor Sport and Recreational Facilities (Non-Strategic)**

1. 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. Additional guidance is provided by Sport England¹³.
2. 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 (shown in Table 5) 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

¹³ <https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport/playing-pitch-calculator>, Sport England

satisfy need and allow every current and future resident access to adequate, high quality, accessible open space, outdoor sports facilities and recreational facilities.

3. 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.

4. 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 27: 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
- Spatial Objective 13: Enhancing local heritage

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 adopted 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 active travel, public transport, provision for the disabled over other modes and must be designed to ensure the minimum amount of unnecessary street clutter such as road signs and bollards. This is important in encouraging active travel and making it more accessible as a mode of transport. 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 Further requirements from SuDs, active travel and entrances to gateway locations are included in the adopted Design Code (latest edition). During the planning application process, relevant applications must complete a checklist to demonstrate they have complied or justified with, or suggested an alternative approach to, the requirements within the adopted Design Code.
- 9.2.8 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.
- 9.2.9 Any developer contributions sought will be in accordance with the Borough Council's Developer Contributions Supplementary Planning Document (latest edition).

Policy Text

Policy 27: 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 active travel, public transport, provision for the disabled 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 adopted Design Code. All schemes must contribute towards reducing carbon emissions and therefore impact on climate change.
4. Development impacting public realm will only be permitted where 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 wider public realm improvements, both within the Borough's main centres and outside of the centres.

Policy 28: 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 28: 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 and including appropriate landscape and boundary treatments to ensure that the development can be satisfactorily assimilated into the surrounding area;
- c) 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 that inspires, 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 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 that cannot be adequately mitigated;

- 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 that cannot be adequately mitigated;
- 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, the Council will resist subsequent planning applications that would impact negatively on the design and quality of the originally considered and approved scheme.

Policy 29: 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, for example, heritage assets. The Borough contains ten Conservation Areas, as well as a number of nationally and locally listed buildings and important urban and rural character areas. It is important that development understands existing features of sites and their assets, considering mature and established landscapes at the early stages of application.
- 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 29: 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, 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 that cannot be adequately mitigated will not be permitted.

Policy 30: 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 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

9.13.2 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. A views importance will be ascertained on a case by case basis, taking into account the proposed development and the asset involved.
- 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 30: 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 are 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. Irrespective of the level of potential harm (amounting to substantial harm, total loss or less than substantial harm) that a development is likely to have on a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be given. Any harm to, or loss of, the significance of a designated heritage asset and their settings and / or non-designated heritage assets and their settings, and / or other historic / heritage character areas will require clear justification. Development leading to substantial harm to a designated heritage asset will not be permitted, unless there are substantial public benefits which outweigh that harm or loss.

Policy 31: 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

- 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

- 9.15.1 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.
- 9.15.2 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.
- 9.15.3 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.
- 9.15.4 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.
- 9.15.5 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)

9.15.6 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 31: Development in Conservation Areas (Non-Strategic)

1. The Council will permit development proposals or change within designated Conservation Areas if it preserves, conserves or 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 only be granted where 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 32: 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 32: Sustainable Design and Construction (Non-Strategic)

1. Development will 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 33: 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 33: 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 34: 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 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
- 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. The Borough's Blue & Green Infrastructure Strategy sets out details of how the Standards in the Green Infrastructure Framework can be applied, these comprise - Accessible Greenspace Standard, Urban Nature Recovery Standard, Urban Greening Factor, Urban Tree Canopy Cover Standard.
- 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 34: 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 35: 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 35: 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 non-exempt development must 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. This includes the use of statutory biodiversity credits. Off-site BNG delivery must take into account the Local Nature Recovery Strategy for Leicestershire and Rutland.
9. The BNG benchmark is currently a 10 per cent increase in habitat value for wildlife compared to the pre-development baseline, calculated using the appropriate Biodiversity metric. 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. All developments, except those listed as exempt from BNG under national guidance, 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. Whether biodiversity net gain is delivered on or off site, it will need to have regard to the approach set out in the Local Nature Recovery Strategy

for Leicestershire.

Planning conditions or obligations

12. The Council will use planning conditions or obligations to secure enhancement and site management measures, , and where impacts are unavoidable, mitigation or compensatory measures. 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 36: 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 10: Climate Change
- 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 36: 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.

Policy 37: 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 important; they play key roles in shaping the character of the environment and help stimulate leisure and tourism whilst provide residents and visitors’ areas of green space that improves 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.

Policy Text

Policy 37: Green Wedges (Strategic)

1. Green Wedges, as designated on the Adopted Policies Map, 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 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 designated 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 38: 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 important 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 2042.

Policy Text

Policy 38: 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 39: 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 9: Enabling Healthy 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

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). The Tree Equity Score UK must be taken into account within any development proposal.

- 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 39: 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 40: 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 40: 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. 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.
4. 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, 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, Kilby-Foxton Canal Site of Special Scientific Interest (SSSI), 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, in accordance with Chapters 15 and 16 of the National Planning Policy Framework. 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.
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, to protect and / or enhance the Kilby-Foxton Canal Site of Special Scientific Interest (SSSI);
 - c) Conserve and enhance the natural and historic environment, in particular those linked to 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 and the most up to date Leicestershire Minerals 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 900 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 13: Enhancing local heritage
- 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 three allocation sites in Wigston. The development of 900 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 and off-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) and the Borough's Local Highways and Transport Assessment (AECOM, 2025) as its starting point and should consider the necessary mitigation measures identified by the evidence. 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 and 2025), 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. All developments are required to achieve a 20% reduction in run-off rates compared to pre-development conditions to account for existing surface water runoff.
- 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, tenures and sizes, 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) 900 new homes overall, of which, 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 and will achieve a 20% reduction in run-off rates compared to pre-development conditions to account for existing surface water runoff.
 - c) On-site open space, sport and recreational facilities provision, as per the requirements as set out in Policy 26.
 - 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. Cycling infrastructure should include the promotion of segregated cycle lanes and priority at side junctions.
 - 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 predominantly 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 and post-16 education (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 and post-16 education in the Borough.
 - i) Financial contribution towards a new early years and primary school (as identified by Leicestershire County Council) increasing capacity at an appropriate location (namely Wigston Meadows Phase 2), to ensure that the new development does not have a negative impact on the local community accessing early years and 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.
3. Provided that the principles set out in Policy 37 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, tenures 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 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 13: Enhancing local heritage
- 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 three allocation sites in Wigston as part of this Local Plan. AP2 will deliver 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.
- Provision towards a new Local Centre or Public Realm.
- On-site and off-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, at least one from Phase 2 and at least one 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) and the Borough's Local Highways and Transport Assessment (AECOM, 2025) as its starting point and should consider the necessary mitigation measures identified by the evidence. 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 and 2025), 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. All developments are required to achieve a 20% reduction in run-off rates compared to pre-development conditions to account for existing surface water runoff.
- 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, tenures and sizes, 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 (incorporating suitable in-school drop-off zones to minimise disruption at AM/PM peaks), 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) 500 new homes overall, of which, 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 and will achieve a 20% reduction in run-off rates compared to pre-development conditions to account for existing surface water runoff.
 - c) On-site open space, sport and recreational facilities provision, as per the requirements as set out in Policy 26.
 - 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. Cycling infrastructure should include the promotion of segregated cycle lanes and priority at side junctions.
 - 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 public realm enhancements in Wigston Town Centre or other relevant locations in lieu of the provision of a new Local Centre on-site.
 - i) Financial contribution towards a new and / or existing secondary school and post-16 education (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 and post-16 education in the Borough.
 - j) Financial contribution towards a new early years and primary school (as identified by Leicestershire County Council) increasing capacity at an appropriate location (namely Wigston Meadows Phase 2), to ensure that the new development does not have a negative impact on the local community accessing early years and primary education in the Borough.

- k) 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.
 - l) 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.
 - m) 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.
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, tenures 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 130 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 13: Enhancing local heritage
- 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 130 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-east of Oadby. Cumulatively, the whole Cottage Farm development will be in excess of 765 new homes once fully complete (including new houses that will be built at Site Allocation AP6, 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:

- 30 per cent affordable housing provision,

- A mix of housing types, sizes and tenures, all of which will at least meet the Government's 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 a new Local Centre or Public Realm.
- Provision towards new education facilities.
- Provision towards new health facilities.
- On-site and off-site active travel infrastructure.
- On-site flood mitigation measures.

- 12.6.5 Due to the scale of growth proposed at AP3 and AP6, 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) and the Borough's Local Highways and Transport Assessment (AECOM, 2025) as its starting point and should consider the necessary mitigation measures identified by the evidence. 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 765 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 AP1, AP3 and AP6 is a new Local Centre to serve the Land North of Newton Lane and Cottage Farm developments, as well as wider community forming around the sites. Therefore, provision of and / or contributions towards attractive and safe active travel linkages throughout the extended Oadby and Wigston Green Wedge will be required in lieu of the provision of a new Local Centre on-site at AP3 and AP6. These linkages will adjoin the newly formed Local Centre on Site Allocation AP1.
- 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 and 2025), 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. All developments are required to achieve a 20% reduction in run-off rates compared to pre-development conditions to account for existing surface water runoff.
- 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, tenures and sizes 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) 130 new homes overall, of which, 30% 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 and will achieve a 20% reduction in run-off rates compared to pre-development conditions to account for existing surface water runoff.
 - c) On-site open space, sport and recreational facilities provision, as per the requirements as set out in Policy 26.
 - 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. Cycling infrastructure should include the promotion of segregated cycle lanes and priority at side junctions.
 - e) Provision of comprehensive Green Infrastructure Networks, which protect, enhance and links into existing and emerging networks and habitats.
 - f) Provision of and / or contributions towards attractive and safe public realm enhancements and / or active travel linkages throughout the extended Oadby and Wigston Green Wedge in lieu of the provision of a new Local Centre on-site. These linkages and enhancements will adjoin the newly formed Local Centre on Site Allocation AP1.
 - 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 and post-16 education (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 and post-16 education in the Borough.
 - i) Financial contribution towards a new early years and primary school (as identified by Leicestershire County Council) increasing capacity at an appropriate location (namely Wigston Meadows Phase 2), to ensure that the new

development does not have a negative impact on the local community accessing early years and 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.
3. Provided that the principles set out in Policy 37 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, tenures 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 South of Gartree Road Strategic Development Area (Strategic)

What this Policy will do

- 12.7.1 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.
- 12.7.2 The defined Site boundary is identified on each Council's Adopted Policies Map as (SA02) in the District of Harborough and as (AP4) in the Borough of Oadby and Wigston.
- 12.7.3 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 at least 3,000 new homes and 5 hectares of employment land within Harborough District, and at least 850 new homes in the Borough of Oadby and Wigston.
- 12.7.4 It is anticipated that a large number of new homes will be built out during the Plan period up to 2042, with further new home provision occurring beyond the Plan period post 2042. Both Local Authorities are committed to working collaboratively and with all relevant organisations to ensure that a sustainable and integrated development is delivered.
- 12.7.5 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 13: Enhancing Local Heritage
- Spatial Objective 14: Green Wedges and the Countryside

Supporting Text

- 12.8.1 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 and 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.

- 12.8.2 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.
- 12.8.3 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.
- 12.8.4 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 and scheduled monuments 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.
- 12.8.5 Addressing transport impacts is necessary promote sustainable travel, ensure road safety and manage cumulative residual impacts on the road network. 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 through a vision and validate approach.
- 12.8.6 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.
- 12.8.7 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) and the Borough's Local Highways and Transport Assessment (AECOM, 2025) as its starting point and should consider the necessary mitigation measures identified by the evidence. 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.
- 12.8.8 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.

- 12.8.9 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 be consistent with Harborough District open space standards although the councils may agree bespoke approaches within the overall requirement where that results in a better outcome. This is to ensure that the entire site, including areas within the Borough of Oadby and Wigston, has a consistent approach to open space provision.
- 12.8.10 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.
- 12.8.11 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.
- 12.8.12 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. All developments are required to achieve a 20% reduction in run-off rates compared to pre-development conditions to account for existing surface water runoff.
- 12.8.13 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 (incorporating suitable in-school drop-off zones to minimise disruption at AM/PM peaks), 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. Given the length of the time the development will be built out over, the plan will need to be applied flexibly to ensure that the needs of communities and changes of approach by public authorities to provision are appropriately met. Where the site is meeting wider strategic needs, contributions

from other developments will be sought to contribute to the costs of that provision in line with Regulation 122 of the CIL Regulations (2010, as amended)

Policy Text

Allocation Policy 4 (AP4): Land South of Gartree Road Strategic Development Area (Strategic)

1. Land South of Gartree Road Strategic Development Area, 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 triggers and obligations 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 at least 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, in doing so, applicants should consider the potential for multi-use facilities, co-location of provision and community access to services:
 - 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 in full arising from the site (incorporating suitable in-school drop-off zones to minimise disruption at AM/PM peaks). This includes provision of a 5 Form Entry secondary school, including post-16 provision, as well as further land for a 3 Form Entry secondary school to accommodate wider strategic growth needs. 6 Form Entry primary school provision, including early years provision. Primary school provision will comprise of up to 3 primary schools. Other developments or public funding will be required to contribute to the costs of the 3 Form Entry secondary school 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 design principles as part of the masterplan and a Design and Access Statement with Design Codes for each part of the development as it is brought forward.
 - 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. Cycling infrastructure should include the promotion of segregated cycle lanes and priority at side junctions.
- 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, scheduled monuments 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) The strategy for the site must be underpinned by a vision-led approach promoting sustainable transport modes to, from and within the site, and demonstrate how the components of the strategy can build up over time to support the development. The whole 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 sustainable 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. The connection across the site must be capable of comprising part of a more strategic orbital route to the south and east of Oadby, now or in the future.
 - 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. These could include Mobility Hubs to incorporate cycle parking, car clubs, and other low carbon transport modes.

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 and will achieve a 20% reduction in run-off rates compared to pre-development conditions to account for existing surface water runoff.

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 utilities infrastructure, in liaison with service providers.

Delivery and Phasing

12. The site will be brought forward supported by an illustrative masterplan which addresses the policy requirements set out above and provides the framework, alongside the broad triggers for the provision of infrastructure, for key phases to be identified and delivered throughout the development which specify the location of that 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 5 (AP5): Land East of Stoughton Road, Oadby (Strategic)

What this Policy will do

12.9.1 This Plan allocates Land East of Stoughton Road, Oadby, to accommodate the development of 500 new homes. Allocation Policy 5 (AP5) 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 13: Enhancing Local Heritage
- Spatial Objective 14: Green Wedges and the Countryside

Supporting Text

12.10.1 This allocation site will form an extension of the existing urban area of Oadby and AP5 represents the second largest of three allocation sites in Oadby, delivering 500 new homes as part of this Local Plan. AP5 will also adjoin the north-western boundary of newly allocated AP4, 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 4,500 new homes once fully complete. It is clear to all Partners that this scale of growth requires strategic and collaborative working from the outset.

12.10.2 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.

12.10.3 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.

12.10.4 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:

- 30 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.
- Provision towards a new Local Centre or Public Realm.
- On-site and off-site active travel infrastructure.
- On-site flood mitigation measures.

12.10.5 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.

12.10.6 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 and one onto Stoughton 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) and the Borough's Local Highways and Transport Assessment (AECOM, 2025) as its starting point and should consider the necessary mitigation measures identified by the evidence. 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.

12.10.7 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.

12.10.8 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.

- 12.10.9 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.
- 12.10.10 The SFRA Level 2 (2024 and 2025), 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.
- 12.10.11 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. All developments are required to achieve a 20% reduction in run-off rates compared to pre-development conditions to account for existing surface water runoff.
- 12.10.12 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.
- 12.10.13 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, tenures and sizes including bungalows and flats.
- 12.10.14 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 (incorporating suitable in-school drop-off zones to minimise disruption at AM/PM peaks), 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.

- 12.10.15 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 5 (AP5): Land East of Stoughton Road, Oadby (Strategic)

1. A new development site is proposed within Oadby known as Land East of Stoughton Road. The defined site boundary is identified on the Adopted Policies Map as (AP5). 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) 500 new homes overall, of which, 30% 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 and will achieve a 20% reduction in run-off rates compared to pre-development conditions to account for existing surface water runoff.
 - c) On-site open space, sport and recreational facilities provision, as per the requirements as set out in Policy 26.
 - 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. Cycling infrastructure should include the promotion of segregated cycle lanes and priority at side junctions.
 - 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 Oadby District 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 and post-16 (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 and post-16 education in the Borough.

- i) Provision of 1 Ha of land or a financial contribution towards a new and / or existing early years and primary school (as identified by Leicestershire County Council) increasing capacity at an appropriate location (namely Brookside Primary School), to ensure that the new development does not have a negative impact on the local community accessing early years and 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.
3. Any proposal for new development at Land 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, tenures 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 6 (AP6): Land South of Sutton Close, Oadby (Strategic)

What this Policy will do

- 12.11.1 This Plan allocates Land South of Sutton Close, Oadby, to accommodate the development of 135 new homes. Allocation Policy 6 (AP6) 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.
- 12.11.2 Access arrangements from Sutton Close will be limited to walking, cycling and wheeling only, unless, Leicestershire County Council as the Highways Authority are satisfied that vehicular access from Sutton Close, in addition to, or instead of, access via Cottage Farm from the south, can be safely implemented.

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 13: Enhancing local heritage
- Spatial Objective 14: Green Wedges and the Countryside

Supporting Text

- 12.12.1 Site Allocation Policy AP6 will deliver 135 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-east of Oadby. Cumulatively, the whole Cottage Farm development will be in excess of 765 new homes once fully complete (including new homes that will be built at Site Allocation Policy AP3, Phase 3).
- 12.12.2 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.
- 12.12.3 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 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:

- 30 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 a new Local Centre or Public Realm.
- Provision towards new education facilities.
- Provision towards new health facilities.
- On-site and off-site active travel infrastructure.
- On-site flood mitigation measures.

12.12.5 Due to the scale of growth proposed at AP6 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.

12.12.6 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 into 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) and the Borough's Local Highways and Transport Assessment (AECOM, 2025) as its starting point and should consider the necessary mitigation measures identified by the evidence. 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.

12.12.7 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.

12.12.8 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). 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.

- 12.12.9 Cumulatively, Phases 1 to 4 of Cottage Farm will equate to 765 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 AP1, AP3 and AP6 is a new Local Centre to serve the Land North of Newton Lane and Cottage Farm developments, as well as wider community forming around the sites. Therefore, provision of and / or contributions towards attractive and safe active travel linkages throughout the extended Oadby and Wigston Green Wedge will be required in lieu of the provision of a new Local Centre on-site at AP3 and AP6. These linkages will adjoin the newly formed Local Centre on Site Allocation AP1.
- 12.12.10 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.
- 12.12.11 The SFRA Level 2 (2024 and 2025), 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.
- 12.12.12 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. All developments are required to achieve a 20% reduction in run-off rates compared to pre-development conditions to account for existing surface water runoff.
- 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, tenures and sizes, including bungalows and flats.

- 12.12.14 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 6 (AP6): 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 (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) 135 new homes overall, of which, 30% 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 and will achieve a 20% reduction in run-off rates compared to pre-development conditions to account for existing surface water runoff.
 - c) On-site open space, sport and recreational facilities provision, as per the requirements as set out in Policy 26.
 - 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. Cycling infrastructure should include the promotion of segregated cycle lanes and priority at side junctions.
 - e) Provision of comprehensive Green Infrastructure Networks, which protect, enhance and links into existing and emerging networks and habitats.
 - f) Provision of and / or contributions towards attractive and safe public realm enhancements and / or active travel linkages throughout the extended Oadby and Wigston Green Wedge in lieu of the provision of a new Local Centre on-site. These linkages and enhancements will adjoin the newly formed Local Centre on Site Allocation AP1.
 - 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 and post-16 education (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 and post-16 education in the Borough.
 - i) Financial contribution towards a new and / or existing early years and 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 early years 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.
3. Provided that the principles set out in Policy 37 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, tenures 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 2042, 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 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.
 - e) Changing planning obligations to reflect changes in development viability.
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 (such as demographic, environmental and economic factors) affecting the area, or any relevant changes in national policy or Local Government Re-organisation.
5. Any full or partial update of the Local Plan triggered by the above will be submitted for examination within any timescales set out in the version of the National Planning Policy Framework that is in force at the time of review.

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 19: 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 13; Policy 14; Policy 15; Policy 16; Policy 20 Policy 21; Policy 22; Policy 23; Policy 24; Policy 27; Policy 28; Policy 29; Policy 30; Policy 31; Policy 32; Policy 34; Policy 35; Policy 39; 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 19: 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 13; Policy 14; Policy 15; Policy 16; Policy 21; Policy 22; Policy 23;</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 24; Policy 27; Policy 28; Policy 29; Policy 30; Policy 31; Policy 32; Policy 34; Policy 35; Policy 39.	<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 19: 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 13; Policy 14; Policy 15; Policy 16; Policy 21; Policy 22; Policy 23; Policy 24; Policy 27; Policy 28; Policy 29; 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
		<p>30; Policy 31; Policy 32; Policy 34; Policy 35; Policy 39.</p>	<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>	<p>Reduction in public transport services, within or close to the Borough's main centres</p>	
<p>Spatial Objective 4: South Wigston centre</p>	<p>Policy 1: Spatial Strategy for Development within the Borough (Strategic);</p> <p>Policy 19: 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 13; Policy 14; Policy 15; Policy 16; Policy 21; Policy 22; Policy 23; Policy 24; Policy 27; Policy 28; Policy 29; Policy 30; Policy 31; Policy 32; Policy 34; Policy 35; Policy 39.</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 18: 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 14; Policy 15; Policy 16; Policy 17; Policy 21; Policy 22; Policy 23; Policy 24; Policy 26; Policy 27; Policy 28; Policy 29; Policy 31; Policy 32; Policy 34; Policy 35; Policy 37; Policy 38; Policy 39; Policy 40</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 21: Sustainable Transport and Initiatives (Strategic)	Policy 1; Policy 3; Policy 4; Policy 5; Policy 7; Policy 8; Policy 22; Policy 23; Policy 24; Policy 37; Policy 38.	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 14; Policy 15; Policy 16; Policy 17; Policy 25; Policy 26; Policy 27; Policy 28; Policy 29; Policy 30; Policy 31; Policy 32; Policy 34; Policy 35; Policy 39.	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 13: Self and Custom Build (Non-Strategic)</p> <p>Policy 14: Retention of Existing Dwellings (Non-Strategic)</p> <p>Policy 15: Retention of Specialist Housing (Non-Strategic)</p>	<p>Policy 1; Policy 3; Policy 4; Policy 10; Policy 17; Policy 23; Allocation Policy 1 (AP1); Allocation Policy 2 (AP2); Allocation Policy 3 (AP3); Allocation Policy 4 (AP4); Allocation Policy 5 (AP5); Allocation Policy 6 (AP6).</p>	<p>10-40% 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>Developments of 10 or more homes to deliver at least 5% of new 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>

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 16: Provision of Homes in Multiple Occupation</p>				
<p>Spatial Objective 9: Enabling healthy choices</p>	<p>Policy 23: Improving Health and Wellbeing (Strategic);</p> <p>Policy 25: Community Facilities and Indoor Sports Facilities (Non-Strategic);</p> <p>Policy 27: Open Space, Outdoor Sport and Recreational Facilities (Non-Strategic);</p> <p>Policy 34: Green and Blue Infrastructure (Strategic);</p>	<p>Policy 1; Policy 3; Policy 4; Policy 12; Policy 13; Policy 14; Policy 15; Policy 16; Policy 20; Policy 21; Policy 22; Policy 27; Policy 28; Policy 36; Policy 37; Policy 38.</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>No net loss of Open Space, Outdoor Sport and Recreational Facilities.</p>	<p>National policy changes to be less protective of green infrastructure assets.</p> <p>Housing needs significantly increases.</p> <p>More undeveloped land required. Unplanned development growth.</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>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	Key relevant policies	Other related policies	Target(s) / Threshold(s)	Potential risk(s) to delivery	Possible action if target is not met
	Policy 35: Protecting Biodiversity and Geodiversity (Strategic).				
Spatial Objective 10: Climate change	Policy 5: Climate Change (Strategic)	Policy 1; Policy 3; Policy 4; Policy 6; Policy 7; Policy 8; Policy 21; Policy 22; Policy 23; Policy 24; Policy 26; Policy 32; Policy 34; Policy 35; Policy 37; Policy 39.	<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>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>	<p>Unforeseen physical constraints.</p> <p>Tightening of finance availability.</p> <p>Site releasing infrastructure delays.</p> <p>Reduction in public transport services.</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>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	Policy 28: High Quality Design and High-Quality	Policy 2; Policy 3; Policy 12; Policy 13; Policy 14; Policy 15; Policy	All new major development to comply with the Council's Design Code	National policy changes to be less wanting of high-quality design and	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
sustainable design	Materials (Non-Strategic)	16; Policy 17; Policy 19; Policy 22; Policy 23; Policy 27; Policy 32;		sustainable development. National policy relating to heritage assets is diluted.	Consider a review of the planning policy itself. 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 12: Conserving and enhancing green and blue infrastructure	Policy 34: Green and Blue Infrastructure (Strategic) Policy 35: Protecting Biodiversity and Geodiversity (Strategic) Policy 37: Green Wedges (Non-Strategic) Policy 38: Countryside (Non-Strategic)	Policy 1; Policy 2; Policy 3; Policy 4; Policy 5; Policy 6; Policy 7; Policy 22; Policy 26; Policy 27; Policy 36; Policy 40;	Achieving Biodiversity Net Gain (BNG) requirements on qualifying sites. No net loss of Green Infrastructure during the Plan period. No net loss of Trees, Woodlands and Hedgerows.	National policy changes to be less protective of green infrastructure assets. National policy changes to Biodiversity Net Gain requirements. 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	Key relevant policies	Other related policies	Target(s) / Threshold(s)	Potential risk(s) to delivery	Possible action if target is not met
	Policy 39: Trees, Woodlands and Hedgerows (Non-Strategic)				
Spatial Objective 13: Enhancing Local Heritage	Policy 30: Culture and Historic Environment Assets (Non- Strategic) Policy 31: Development in Conservation Areas (Non- Strategic)	Policy 1; Policy 3; Policy 28; Policy 29.	No specific targets are contained within this Plan.	National policy changes to be less wanting of high- quality design and sustainable development. Unplanned growth. National policy relating to heritage assets is diluted.	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. Work closely with local groups as well as more national groups, such as Historic England.
Spatial Objective 14: Green Wedges and the Countryside	Policy 37: Green Wedges (Non- Strategic) Policy 38: Countryside (Non-Strategic)	Policy 3; Policy 29; Policy 36; policy 39.	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.

Spatial Objective	Key relevant policies	Other related policies	Target(s) / Threshold(s)	Potential risk(s) to delivery	Possible action if target is not met
					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 13; Policy 14; Policy 15; Policy 16; Policy 23; Policy 27; Policy 28; Policy 29; Policy 30; Policy 34; Policy 35;	All development built at a minimum of 30 dwellings per hectare.	Economic downturn. Unforeseen physical constraints. Unplanned growth. Tightening of finance availability. Reduction in public transport services.	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. Investigate potential funding streams for redevelopment and / or regeneration. Stimulate demand for new small scale housing, employment and retail opportunities through active promotion of sites.