

Area Action Plan Policy 1 – Presumption in Favour of Sustainable Development

When considering development proposals within the Town Centres the Council will take a positive approach that reflects presumption in favour of sustainable development.

The Council will always work proactively with applicants jointly to find solutions which mean that development proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions of Oadby and Wigston town centres, areas within the Area Action Plan boundaries and the wider Borough. (SC1)

- a) Paragraph 14 of the National Planning Policy Framework sets out the definition of the Presumption in Favour of Sustainable Development. Policy 1 sets out how Oadby and Wigston Borough Council will deliver the requirements of the Presumption in Favour of Sustainable Development locally through the implementation of the Town Centres Area Action Plan. (SC2)
- b) Planning Applications that accord with the policies in this Area Action Plan will be approved without delay, unless material considerations indicate otherwise. The National Planning Policy Framework and the Presumption in Favour of Sustainable Development will be a material consideration in relation to the policies in the Area Action Plan and the planning decisions that are made by the Council. (SC2)
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Area Action Plan Policy 4 - Other areas within the Town Centre Boundary

Within the town centre boundary but beyond the primary and secondary frontages, proposals for the change of use to residential will be considered favourably. Proposals for other appropriate uses such as offices or community facilities will also be considered favourably.

Proposals for change of use of buildings to uses that would be better located within the core of the town centre (particularly A1 retail uses) must demonstrate why they cannot be located within a primary or secondary frontage, and will only be granted planning permission if it can be demonstrated to the satisfaction of the Local Planning Authority that they will not result in any harm to the vitality and viability of the town, as well as local amenity considerations.

Significant development proposals within these areas that could contribute to the delivery of the masterplans will have to justify to the satisfaction of the Local Planning Authority why they are not located in allocated areas.

Where appropriate, the ecological value of proposed sites for development and opportunities for habitat enhancement should be sought. (SC3)

- a) To establish if development is likely to have an impact upon any existing ecological value an ecological survey will be required. Measures should be identified and implemented to facilitate habitat enhancement and / or creation as part of any development. Measures should also be taken to increase the amount of natural green space as part of any new development where is known to be a deficit as set out in the Council's Annual Open Space Review. (SC4)

Area Action Plan Policy 5 - Other Areas Within the Area Action Plan Boundary

Areas that are located outside of the town centre boundary but within the Area Action Plan boundary are primarily residential in nature and therefore proposals that harm the residential amenity of these areas will not be permitted.

Proposals for new development or change of use of buildings over 200sqm that would be better located within the core of the centre (particularly A1 retail or B1 Office (SC5) uses but also including leisure development) will have to prove sequentially why they cannot be located within a primary or secondary frontage or a site allocated for development, and will only be granted planning permission if it can be demonstrated to the satisfaction of the Local Planning Authority that they will not result in any harm to local amenity or the vitality and viability of the centre.

Proposals involving new retail, office (SC6) or leisure floorspace over 2,000sqm within or adjoining the Area Action Plan boundary will also be required to be supported by an impact assessment.

Where appropriate, the ecological value of proposed sites for development and opportunities for habitat enhancement should be sought. (SC7)

a) To establish if development is likely to have an impact upon any existing ecological value an ecological survey will be required. Measures should be identified and implemented to facilitate habitat enhancement and / or creation as part of any development. Measures should also be taken to increase the amount of natural green space as part of any new development where is known to be a deficit as set out in the Council's Annual Open Space Review. (SC8)

Area Action Plan Policy 10 - Taxis

3.40 Taxis offer a valuable contribution to a choice of travel mode and for many are important modes of travel. However, their control offices are operational 24 hours a day and waiting vehicles and customers can have significant noise, pollution and traffic generation impacts which can be to the detriment of neighbouring uses, especially when in a residential area. These impacts will be carefully considered as part of the evaluation of proposals. Allowance is made in Wigston for a private hire waiting area within the new town square. Proposals for a private hire waiting area in Oadby would be supported where a need is demonstrated. (SC9)

Area Action Plan Policy 11 - Public Realm

All proposals for significant development must include public realm improvements, and all proposals that impact upon the public realm must ensure that the pedestrian is prioritised over other modes of transport and that materials and design are of the highest standards.

Gateway improvements, as illustrated on the Proposals Map Inset maps, are important areas of regeneration that seek to improve access and movement for the pedestrian and motor vehicle (where relevant) and create a sense of arrival into the town centres. (SC10)

All public realm redevelopment or improvements are required to follow the principles and policies set out in the Public Realm Strategy Supplementary Planning Document. (SC11)

The Borough Council will use Section 106 Agreements as necessary to ensure appropriate contributions to public realm improvements.

- 3.43** The use of poor quality materials must be avoided to ensure that the towns present an attractive and welcoming environment over a long period of time, and does not eventually become a detractor as materials and appearance deteriorate. Public realm improvements present an opportunity to replace existing impermeable hard standing and surfaces with permeable materials and to incorporate Sustainable Drainage Systems (SuDs). A good Sustainable Drainage Scheme will be integrated into the urban design and will provide multiple benefits such as creating an attractive environment; providing habitat and wildlife; being part of the green infrastructure network, as well as managing surface water run-off. Drainage features such as permeable surfaces, swales, filter strips, rainwater gardens and soak-aways are encouraged. (SC12)

Area Action Plan Policy 12 - Transport and Movement

All proposals must fully demonstrate how access will be achieved by the full choice of sustainable travel modes and maximise the opportunity to use alternative means of travel to the private car. This will include the following:

- Electric car charging points in car parking facilities.
- Appropriate levels of disabled car parking in all proposals involving car parking provision
- Cycle parking in all car parking, retail, commercial and residential development.
- Appropriate walking routes to nearby facilities.
- Improved bus facilities and access to them.
- Appropriate levels of car parking in accordance with adopted standards.
- Appropriate works to the highway to improve safety and ease of movement and to recognise the contribution that the highway can make to the overall appearance of the public realm

~~The Borough Council will use Section 106 and / or Section 278 agreements as necessary to fund off-site works where on-site works are not considered appropriate.~~ The Borough Council and Highway Authority will use Section 106 and / or Section 278 agreements as necessary to fund off-site works where new or improved infrastructure is required to address the impacts of development proposals in the Town and District centres. (SC13)

3.50 The Borough Council is committed to encouraging more sustainable travel patterns and one of the ways that this can be achieved is through specific measures in development proposals. These principles are well established through national planning guidance and a number of Core Strategy Policies as well as policies within this Area Action Plan. How far proposals have to meet the criteria will depend upon their scale, for example a major development proposal as part of the masterplan would be expected to cover all the above issues whereas a proposal for a change of use of a small unit may only have to relate well to the pedestrian network. A key principle in achieving more sustainable travel patterns is the implementation of travel plans for developments that have a significant traffic impact. Accordingly, travel plans will be expected in support of development proposals in accordance with Core Strategy Policy 4 which includes residential development. (SC14)

3.56 The Borough and County Councils are committed to improving access to public transport and the masterplans will help facilitate this. In parallel, working closely with the operators themselves is key, for example the development of a Bus Quality Partnership. This will include meeting the Council's objective of improving the bus route network in particular links between Wigston and Oadby as set out in Core Strategy Policy 4. (SC15)

3.60 ~~More information is provided in the supporting transport report that forms part of the evidence base for this Area Action Plan, and the Borough Council will pursue highway safety improvements through both developments and through working with their partners, using available methods including Section 106 and Section 278 Agreements and Traffic Regulation Orders.~~ The Borough Council and Highway Authority will use Section 106 and / or Section 278 agreements as necessary to fund off-site works where new or improved infrastructure is required to address the impacts of development proposals in the Town and District centres. (SC16)

Phasing

- 4.39** ~~The proposal is for a new pedestrian shopping street with commercial, residential and car parking uses at upper floors within the core of the site. This new street, which will become part of the core of the town, will be framed through a series of large footprint retail units incorporating double height space allowing for the introduction of mezzanines.~~ The proposal is for an improved and extended retail and commercial location that will link to and incorporate the extension to The Lanes, and which will become part of the core of the town centre. The area will be framed through high quality spaces and a series of large footprint retail units, incorporating double height space allowing for the introduction of mezzanines. (SC17) To the north lies an office development, wrapping around a multi-storey car park that will include cycle parking and electric charging facilities. The new street will link the town together by creating a route between this new development, south towards Chapel Mill, the new square and on to Bell Street and Long Lanes, linking with The Lanes.
- 4.43** The key land use proposed for this area is residential with a mix of town houses and apartments. A small element of retail is proposed to front Bell Street, and an allowance is made for the opportunity for leisure development. The development will create an attractive frontage to Bull Head Street positively announcing the town. It will also incorporate the extended network of The Lanes as well as an appropriate level of car parking to serve both residents and visitors to the town. Any development proposed for the Long Lanes site will need to take account of the historical character of the locale and its situation adjacent and within to the Wigston Lanes Conservation Area. Proposals for development that does not enhance; or have a detrimental effect on the historical character of The Lanes area will not be permitted. (SC18)

Area Action Plan Policy 13 - Implementation of the Wigston Town Centre Masterplan

The Borough Council will pursue the regeneration of the town centre in accordance with the masterplan, its accompanying delivery strategy and phasing plan, with private and public sector partners in order to achieve the following approximate levels of development:

- ~~11,000sqm (118,500sqft)~~ 9,000sqm (96,875sqft) (SC19) new office floorspace including a new health centre
- 11,800sqm (127,100sqft) new retail floorspace (gross)
- 150 new residential units
- At least 500 car parking spaces
- The extension of The Lanes to secure a continuous pedestrian spine along the route shown on the Proposals Map (SC20)
- New and improved areas of public realm including the full pedestrianisation of Bell Street (SC21)
- New and improved public transport facilities along Bull Head Street and Leicester Road (SC22)

Development proposals that would compromise the long term achievement of the strategic objectives of this Area Action Plan and the associated masterplan and quantum of development for Wigston Town Centre will not be permitted.

* with regard to the changes in floorspace this will also be reflected in the key to the Area Schedule for the Wigston Master Plan on page 77 of the Area Action Plan.

4.50 ~~The masterplan is accompanied by a phasing plan (Appendix C) which forms an integral principle of its implementation. It also forms part of the supporting Delivery Strategy which in turn is part of the evidence base to this Area Action Plan.~~ The completion of the new multi-story car park (MCSP) at Burgess Junction (policy 14) is important to the success of subsequent development proposals to secure the regeneration of Wigston town centre, some of which will result in the loss of existing public car parking spaces. In particular, none of the existing car parking spaces at Paddock Street will be lost until the Burgess Junction MSCP has been opened for public use unless as part of any redevelopment proposal(s) a comprehensive parking management strategy can be put in place prior to the commencement of development that sets out suitable alternative option(s) to ensure that an equivalent amount of car parking spaces are made available to support the town centre during the construction phase and after completion of the scheme(s). This will allow the flexibility necessary to allow the Council to respond to the needs of the market. (SC23)

4.53 Final proposals for the large scale redevelopment of key sites within the town may well differ from the Masterplan proposals. This is also applicable to the route for the extension of The Lanes which is shown indicatively, but is a firm policy requirement in any redevelopment proposals (SC24). However, they must comply with the objectives and achieve the figures as set out above and detailed in the site based policies below. The Borough Council will use its Compulsory Purchase Powers where necessary to help deliver major redevelopment of the town centre, and Section 106 Agreements to help ensure the delivery of public realm, and other appropriate town centre improvements.

4.54 Masterplan proposals will be expected to demonstrate the highest standards of design in accordance with Core Strategy Policy 14 and other relevant national and local design guidance including the Public Realm Strategy Supplementary Planning Document. (SC25)

Area Action Plan Policy 14 - Burgess Junction

4.61 Design: Development proposals should achieve the following design objectives:

- Development of the Burgess Street junction for a four storey office development creating a high quality gateway extending along Junction Road and Wakes Road
- Utilisation of existing service and car parking area for new more appropriate uses
- A new shopping circuit combined with Frederick Street and Leicester Road
- New office development above retail provision
- Higher quality parking facilities including cycle parking and electric vehicle charging points within the multi storey car park
- High quality public realm including an extension to The Lanes and opportunities for outdoor seating and pavement cafes, that should also be designed to act as a buffer to surrounding residential uses
- Enclosed servicing areas that do not impact on public streets
- All public realm improvements being consistent with principles and policies contained within the Public Realm Strategy Supplementary Planning Document (SC26)

Area Action Plan Policy 15 - Long Lanes

The Borough Council will pursue the residential-led redevelopment of the site at Paddock Street, including the following:

- Approximately 150 residential units in a mix of town houses and apartments and of a mixed tenure
- Mixed private and public car parking with at least 30 spaces reserved for public use as well as safeguarding the existing number of disabled car parking spaces (SC27)
- New retail / leisure (approximately 620sqm / 6,670sqft)/ residential development on Bell Street
- Amenity space for the residential occupiers

Development should allow for the extension of The Lanes pedestrian network through this part of the town centre, linking the existing Lanes from the south to new development to the north. Proposals should incorporate appropriate traffic movement solutions in accordance with the masterplan, unless an alternative solution can be demonstrated to be acceptable.

4.73 Design: The Paddock Street site forms the south east corner of Bell Street and effectively links the heart of the town centre to the southern residential areas. Development of this site will achieve the following primary design objectives:

- Improvements to pedestrian connections into the heart of the town centre
- Town centre living acting as an extension of existing housing on Paddock Street
- Further retail frontages animating routes into the town centre
- Enhanced public realm utilising natural changes in level to add interest and create more intimate spaces
- Enhancement of the area's historical character, due to its location adjacent to and within the Wigston Lanes Conservation Area (SC28)
- All public realm improvements being consistent with principles and policies contained within the Public Realm Strategy Supplementary Planning Document (SC29)

4.79 A range of dwelling sizes and tenure should be provided in accordance with the Borough Council's policy on affordable housing - Core Strategy Policies 11 and 12, which require 20% of dwellings in developments of ten units and over to be affordable. The masterplan accommodates both town houses and two bedroomed apartments but the final mix will be determined by market requirements at the time as well as needs identified in the Borough Council's evidence base. This could include an Extra Care scheme as defined in paragraph 7.36 in relation to Policy 12 of the Core Strategy. (SC30)

4.80 Transport: The new development to the north of Paddock Street will require appropriate access, which will be achieved by the eastern section of Paddock Street being made two-way. This will allow access to the development and its associated parking as well as easy access to the local road network. To minimise traffic movements past the existing residential properties to the west, this section will remain one-way westbound. Paddock Street is currently 6.75m wide at its eastern end which allows sufficient room for two-way traffic. The evidence base demonstrates that this approach is considered to be the most effective, therefore should proposals suggest an alternative solution, this will have to be to the satisfaction of the Borough Council and Local Planning and Highway Authority. In addition, consideration will also be given to the provision of appropriate drop off arrangements for Age UK adjacent to the bus stop in addition to their existing drop off facility. (SC31)

- 4.81 Parking facilities at undercroft level in this area of the town will be in part dedicated to the residential dwellings and will require an appropriate management regime, and in part to visitors to the town centre as part of the wider car parking provision. The precise split between public and private parking should be set out and fully justified as part of any proposal and in accordance with [local](#) adopted parking standards for residential development [such as the 6Cs Design Guide](#). However it should also be borne in mind that as a town centre site, parking provision should [take account of guidance contained in paragraph 39 of the National Planning Policy Framework](#). ~~not necessarily be to the maximum standard.~~ (SC32)
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Area Action Plan Policy 16 - Chapel Mill

- 4.87 The public transport facility is identified to allow the provision of new north and south covered bus stop facilities that are linked by a pedestrian crossing across Bull Head Street. Consultations with bus operators identified support for these facilities to widen routing choice. The provision of these new stops will allow increased flexibility in routing options for operators, [including the Council's objective of improving bus services between Oadby and Wigston town centres, \(SC33\)](#) but are not meant to replace current facilities within the town. As the town undergoes a process of development in the future, together with new residential development around the town such as the Direction for Growth, operators may look to alternative routes that offer more appropriate and efficient services. The location at the end of Bell Street links directly into the town centre through a new small public square, welcoming visitors and shoppers.
- 4.89 Design: The overall implementation of the elements of the masterplan will achieve the following primary design objectives:
- Opportunity to form a setting for the existing library building and Church
 - Improvements to the existing north - south pedestrian links between Frederick Street and Bell Street
 - Creation of a new termination of Frederick Street in the form of a public square
 - Formation of new public transport facilities that distribute people to the eastern end of the town centre
 - [All public realm improvements being consistent with principles and policies contained within the Public Realm Strategy Supplementary Planning Document \(SC34\)](#)
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Area Action Plan Policy 17 - Implementation of the Oadby Town Centre Masterplan

In order to achieve the ambition of Oadby becoming a small town, the Borough Council will pursue the regeneration of Oadby district centre in accordance with the masterplan, its accompanying delivery strategy and phasing plan, with private sector partners that will include approximately:

- ~~2,300 sqm (24,755 sqft)~~ **800 sqm (8,611 sqft) (SC35) new commercial floorspace**
- **5,070 sqm (54,575 sqft) new retail floorspace (gross)**
- **75 new residential units**
- **At least ~~370~~ [the existing number of \(SC36\)](#) car parking spaces**

[A new and improved pedestrian way linking Brooksby Square, The Parade and Baxter's Place. The route will be illustrated on the Proposals Map. \(CS37\)](#)

The Masterplan allows for a community use building (approximately 1,275 sqm / 13,725 sqft) and promotes improved public realm along The Parade.

Development proposals that may compromise the long term achievement of the strategic objectives of this Area Action Plan and the associated masterplan and figures as set out above for Oadby District Centre will not be permitted.

- 5.49** These figures correspond to the masterplan as set out in this Area Action Plan. However there are slight differences with the figures in the adopted Core Strategy, Spatial Objective 3, particularly with regard to office development which is lower than proposed herein. This has been a result of design development following the progression of the Core Strategy through its examination and changing economic times and forecasting during the Area Action Plan's preparation as set out in the introductory sections to this Area Action Plan. For clarity, proposals that achieve the retail floorspaces as above will be encouraged, and should figures achieve those set out in the Core Strategy these will also be considered favourably. Conversely, proposals that are considered to compromise the ability to achieve the figures set out in the Policy will not be permitted. The Council is committed to retaining the existing number of public car parking spaces as a minimum provision for Oadby Town centre. The Masterplan (illustrated on page 63) includes a loss of approximately 20 existing spaces at East Street car park and a corresponding increase of approximately 20 spaces (to 210 spaces in total) at the new Baxter's Place decked car park. (SC38)
- 5.50** The completion of the decked car parking scheme at Baxters Place (policy 19) in phase 2 is important to the success of other development proposals set out in the Area Action Plan, some of which will (when considered individually) result in the loss of existing public car parking spaces. Therefore, as part of any redevelopment proposal(s) a comprehensive parking management strategy will be required to be put in place prior to the commencement of development to ensure that an equivalent amount of car parking spaces are made available to support the town centre during the construction phase and after completion of the scheme(s). This will allow the flexibility necessary to allow the Council to respond to the needs of the market. (SC39)
- 5.55** Masterplan proposals will be expected to demonstrate the highest standards of design in accordance with Core Strategy Policy 14 and other relevant national and local design guidance. All public realm redevelopment or enhancement occurring within Oadby's town centre will need to be in conformity with principles and policies set out in the Borough Council's Public Realm Strategy Supplementary Planning Document. (SC40)

Area Action Plan Policy 18 - Brooksby Square

The Borough Council will pursue the redevelopment of the East Street car park area in order to achieve the following:

- New residential development fronting Harborough Road of at least 35 residential units
- New public square at the end of South Street / next to Oadby Trinity Methodist Church and improved public realm links to The Parade along South Street. [The new public square to be shared use and to be used for public car parking when not in use for a range of community purposes \(SC41\)](#)
- ~~Refurbished office block on South Street to provide retail (approximately 500 sqm / 5,380 sqft) and commercial floorspace (approximately 1,500 sqm / 16,145 sqft) (SC42)~~
- At least 150 car parking spaces and appropriate servicing arrangements

[Proposals for the refurbishment of the property on the south side of South Street will be encouraged. \(SC43\)](#)

5.59 Design: Development of this site will achieve the following primary design objectives:

- Greater definition to a primary frontage within the town centre
- Creation of a new focus to Trinity Methodist Church in the form of enhanced public realm
- Opportunities for new A3 and A1 retail uses creating an enhanced circuit to The Parade, via South Street (Lynn House)
- High quality residential development fronting North Street announcing the town to passers by
- Improvements to existing car parking and servicing provision
- Positive active uses to existing service frontages
- Improved car parking facilities
- [All public realm improvements being consistent with principles and policies contained within the Public Realm Strategy Supplementary Planning Document \(SC44\)](#)

Area Action Plan Policy 19 - Baxter's Place

5.70 Design: Development of these sites will achieve the following primary design objectives:

- Creation of a new public square as a focal point at the confluence of a series of streets
- Associated enhanced public realm links to The Parade that will link to its improved public realm (policy AAPO1)
- A variety of new retail footprints that define a series of enhanced circuits extending and increasing pedestrian activity
- [All public realm improvements being consistent with principles and policies contained within the Public Realm Strategy Supplementary Planning Document \(SC45\)](#)

- 5.72** Environmental: Ensuring high standards of design will help to lift this part of the town centre making it a more attractive place to visit and overcoming the negativity of its current appearance. Schemes must be designed to accommodate the appropriate level of parking but its design must be of a high standard incorporated into the design and layout of the site as a whole, minimising impact on adjoining residential properties. Final design development should aim to retain as many trees as possible however it is acknowledged that there may be some tree loss, however proposals should ensure the inclusion of appropriate species of new trees in the design of the public square to offset that loss to at least a ratio of 2:1. [All tree and planting schemes should be in conformity with the Council's Public Realm Strategy Supplementary Planning Document. \(SC46\)](#)
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Area Action Plan Policy 20 - The Parade

- 5.79** Key movement areas in particular, which include junctions with South Street, [Sandhurst Street \(SC47\)](#) and Chestnut Avenue, should be designed prioritising the pedestrian over the car for example through the provision of raised tables to slow traffic speeds.
- 5.81** More detail will be added in the Borough Council's Public Realm Design Guide Supplementary Planning Document. [Any public realm redevelopment of The Parade will need to be consistent with policies and principles set out in the Public Realm Strategy Supplementary Planning Document. \(SC48\)](#)

Appendix D: Local Infrastructure Plan

Future development in Oadby and Wigston

The framework for providing future development and investment in the town centre's of Wigston and Oadby will be delivered through the Area Action Plan. In order to achieve the Borough Council's vision and to bring forward the allocated sites, an integrated approach to the provision of infrastructure requirements such as transport and public realm improvements is needed.

Delivery of the vision will primarily be dependent upon a strong relationship between the Borough Council and its key partners including:

- Public transport providers and the Local Highways Authority for example to deliver effective [public transport services and \(SC49\)](#) junction improvements to mitigate the impacts of new development;
- Private sector partners such as land owners and developers for to ensure the highest standards of design and sustainable building techniques are implemented;
- Existing businesses and business organisations for example to bolster our town centre's reputation for major investors / potential investors;
- Local resident's organisations to ensure that the town centre AAP's objectives and vision match the local community's aspirations for their town centres; and,
- The Local Strategic Partnership and the Local Infrastructure Partnership (established to assist in the annual review of the Local Infrastructure Plan), as well as voluntary sector organisations to ensure delivery of developments that meet the objectives of the Borough Council's and Leicestershire County Council's Sustainable Community Strategy;

The Borough Council's Local Infrastructure Plan provides more detail of the percentage split between funding partners.

Phasing

In Wigston town centre, the Area Action Plan requires the completion of the Burgess Junction MSCP prior to the loss of any existing car parking at Paddock Street unless as part of any redevelopment proposal(s) a comprehensive parking management strategy can be put in place prior to the commencement of development that sets out suitable alternative option(s) to ensure that an equivalent amount of car parking spaces are made available to support the town centre during the construction phase and after completion of the scheme(s). In Oadby town centre, as part of any redevelopment proposal(s) a comprehensive parking management strategy will be required to be put in place prior to the commencement of development to ensure that an equivalent amount of car parking spaces are made available to support the town centre during the construction phase and after completion of the scheme(s). (SC50)

Delivery Strategy for Infrastructure

Infrastructure requirements	Site ID	Opportunity site/sites likely to contribute	Funding and Delivery Partners	Indicative timescale for development	Delivery cost (approx)	Implementation Mechanism	Risk	Flexibility
Oadby								
East Street Car Park refurbishment	1	Brooksby	OWBC Developer	Phase 1 / 2 / 3	Included within overall build costs of £14.5m To be determined by Council's programmed maintenance costs	This will need to be delivered as an integral part of the wider development of this site. This will be delivered by the Council as part of the Council regular maintenance regime of car parks	Not attracting a suitable development partner and funding. Impact of cuts to Council's budgets but the extended phasing period mitigates against this	Delivery as part of a wider scheme and therefore dependent upon the timescales of that. Extended phasing period

(SC51)

Appendix G: Monitoring Framework

Additional text to be added to title page as follows:

'Monitoring can indicate where further action may be required, particularly where implementation is dependent on partnership working. Effective monitoring is an essential component in achieving sustainable development and communities. The indicators and targets used to monitor the Town Centres Area Action Plan will be reported upon within the Annual Monitoring Report. The Annual Monitoring Report will also be the process through which targets and indicators will be kept up to date. Therefore, the most up to date Annual Monitoring Report should be read in conjunction with this Appendix.' (SC52)