



Oadby and Wigston Borough Council

Addendum to Sustainability Report

Sustainability Appraisal of the
Oadby Town Centre Area Action Plan

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1 INTRODUCTION

- 1.1 In November 2007, WYG produced a Sustainability Report which detailed the Sustainability Appraisal (SA) of the Oadby Town Centre Area Action Plan (AAP). The Sustainability Report accompanied the AAP Preferred Options Report (Taylor Young, November 2007), which together underwent a six week period of consultation.
- 1.2 Following this consultation, a Preferred Options Addendum Report has been produced (Taylor Young, November 2008) which reviews the AAP in light of the comments received by the stakeholders during the consultation, taking into account the sustainability issues highlighted in the SA.
- 1.3 This Addendum to the Sustainability Report identifies the additional environmental, social and economic effects which are anticipated to occur from the implementation of the reviewed AAP. It should be read in association with the Oadby Town Centre AAP Sustainability Report (WYG, November 2007).
- 1.4 Report conditions can be found in Appendix A.



2 BACKGROUND

- 2.1 The first stage of the SA involved appraisal of the options set out in the Oadby Town Centre AAP Issues and Options Report (Taylor Young, June 2007). The SA identified a number of potential effects associated with the options, both beneficial and adverse.
- 2.2 The Oadby Town Centre AAP Issues and Options Report and the SA of the options underwent a six-week period of consultation between June and August 2007, during which key stakeholders and the public had the opportunity to submit comments to Oadby and Wigston Borough Council.
- 2.3 The outcomes of the consultation and the previous assessment informed the preparation of the AAP Preferred Options Report (Taylor Young, November 2007). The choice of the Preferred Options was guided by the SA, comments received during the consultation, national and regional policy, and financial implications.
- 2.4 A SA of the Preferred Options was carried out and identified a number of potentially significant effects. Mitigation measures were proposed in order to maximise beneficial effects and minimise adverse effects. The results of the SA process were presented in the Sustainability Report (WYG, November 2007).
- 2.5 The Sustainability Report (WYG, November 2007) and the AAP Preferred Options Report (Taylor Young, November 2007) were issued for consultation with the following statutory consultees for a six week period during November and December 2007:
- Natural England.
 - Environment Agency.
 - English Heritage.
- 2.6 The consultation responses received from the statutory consultees can be found in Appendix B. Where relevant, these comments have been taken into account in the production of this Addendum. Where comments are relevant to the overall Sustainability Report (WYG, November 2007), these will be incorporated into the final version of the Sustainability Report at submission stage, as stated within the summary table found in Appendix B.



3 PROPOSED CHANGES TO THE PREFERRED OPTIONS

3.1 The Preferred Options Addendum Report (Taylor Young, November 2008) presents a number of alterations to the AAP Preferred Options Report (Taylor Young, November 2007) in response to comments made during consultation and following subsequent additional research.

3.2 The key changes proposed are as follows:

- 1. The proposed Place of Worship is now to be incorporated as a community facility into the main Sandhurst Street retail development instead of the original proposed location at the East Street Car Park. This will reduce the proposed amount of retail floorspace within the Sandhurst Street retail development area, in line with the outcomes of the Retail Capacity Study (2008).**
- 2. Single decked car parking facilities are to be introduced at East Street and Sandhurst Street. These will be sunk to half a storey, and will be well clad and landscaped. This will result in an overall increase in car parking spaces from 413 existing spaces to 460 spaces.**
- 3. A reduction in the proposed level of retail floorspace from 9,125sqm to 5,870sqm, in line with the outcomes of the Retail Capacity Study (2008).**
- 4. Proposals to open up The Parade have now been amended to only include minor alterations to the junction to facilitate safe and appropriate pedestrian crossing facilities and maintain efficient traffic flows. It is also proposed to seek to improve the elevation of the current 'Instore' shopping store.**

3.3 All other aspects of the Preferred Options remain the same.



4 EFFECTS OF THE PREFERRED OPTIONS ADDENDUM REPORT PROPOSALS

- 4.1 The changes to the Preferred Options, as set out in the Preferred Options Addendum Report (Taylor Young, November 2008), have been assessed against the twenty-two SA objectives that were used in the SA undertaken at Issues and Options and Preferred Options stages (see the Oadby Town Centre AAP Sustainability Report, WYG, November 2007).
- 4.2 Table 2 overleaf details additional effects likely to occur from the changes to the Preferred Options, over and above those identified for the Preferred Options Report. Where these effects were already identified in the SA of the Preferred Options (see the Oadby Town Centre AAP Sustainability Report, 2007), reference has been made to the generic effects and recommendations described in this report. A key to the Appraisal Table is provided in Table 1 below.

Table 1 Appraisal Table Key

| Significance of Effects | | | |
|-------------------------|------------------|------------------|------------------|
| Direct Impacts | | Indirect Impacts | |
| | Major beneficial | | Major beneficial |
| | Minor beneficial | | Minor beneficial |
| | Minor adverse | | Minor adverse |
| | Major adverse | | Major adverse |
| | | | |
| Unknown | | No effect | |



Table 2 Additional Effects of the Preferred Options Addendum Report Proposals

| Sustainability Appraisal objective | Magnitude | Duration | Sensitivity | Certainty | Description | Recommendations |
|---|---|---------------------|-------------|-----------|--|--|
| 1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services. | No additional effects above those identified within the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). | | | | | |
| 2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services. | ↩ | Permanent Long term | Local | Low | An overall increase in the number of car parking spaces within the Town Centre may encourage people to drive into the town instead of walking or cycling which are activities that promote healthy lifestyles. | It is important to ensure that suitable measures are put in place to encourage the use of public transport, walking and cycling as viable alternative to the private car. Improvements to public transport links and pedestrian routes are already proposed in the AAP to make these transport modes more attractive. Other measures which could be implemented include the production of green travel plans for all new developments within the town centre, inclusion of secure cycle storage etc. |



| Sustainability Appraisal objective | Magnitude | Duration | Sensitivity | Certainty | Description | Recommendations |
|--|---|------------------------|-------------|-----------|---|---|
| 3. To provide better opportunities for people to access and understand local heritage and to participate in cultural and leisure activities. | No additional effects above those identified within the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). | | | | | |
| 4. To improve community safety, and reduce crime, anti-social behaviour and the fear of crime. | → | Permanent Long term | Local | Low | The proposal to incorporate a community facility within the main Sandhurst Street retail development may help to maintain natural surveillance over the new shopping area, potentially improving community safety and reducing crime and anti-social behaviour. | For recommendations for improving community safety, see the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). |
| 5. To promote and support the empowerment of local communities in creating and implementing solutions that meet their needs focusing particularly on young, elderly and deprived people. | No additional effects above those identified within the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). | | | | | |



| Sustainability Appraisal objective | Magnitude | Duration | Sensitivity | Certainty | Description | Recommendations |
|--|---|------------------------|-------------|-----------|---|--|
| 6. To promote racial harmony and create cohesive communities. | No additional effects above those identified within the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). | | | | | |
| 7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of Biodiversity Action Plan targets. | | Permanent Long term | Regional | Low | Generic effects upon habitats and species associated with construction works required for the development of the new single decked car parking facilities may occur (see the Oadby Town Centre AAP Sustainability Report, WYG, 2007). | For recommendations for the protection and enhancement of the natural environment, see the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). |
| 8. To preserve and enhance the character and appearance of archaeological sites, historic buildings, conservation areas, historic parks and other cultural assets. | No additional effects above those identified within the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). | | | | | |



| Sustainability Appraisal objective | Magnitude | Duration | Sensitivity | Certainty | Description | Recommendations |
|--|-----------|------------------------|-------------|-----------|--|--|
| 9. To protect and enhance the landscape and green spaces in the Borough and to provide opportunities for public access to the countryside. | ↑ | Permanent Long term | Local | Low | The construction of new single decked car parking facilities that will be well clad and landscaped, improvements to the elevation of the current 'Instore' shopping store and redevelopment of retail floorspace may contribute to improving the townscape of Oadby Town Centre. | For recommendations for the protection and enhancement of the townscape, see the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). |
| 10. To manage prudently water resources, improve water quality and protect the floodplain. | ↓ | Permanent Long term | Local | Low | Generic effects upon water quality and surface water run-off associated with construction works required for the development of the new single decked car parking facilities may occur (see the Oadby Town Centre AAP Sustainability Report, 2007). | For recommendations for improving water management, see the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). |



| Sustainability Appraisal objective | Magnitude | Duration | Sensitivity | Certainty | Description | Recommendations |
|---|-----------|----------------------|-------------|-----------|---|---|
| 11. To improve air quality particularly through reducing transport related pollutants | ↓ | Temporary Short Term | Local | Low | Generic effects upon local air quality associated with construction works required for the development of the new single decked car parking facilities may occur (see the Oadby Town Centre AAP Sustainability Report, 2007). | For recommendations for improving air quality during the construction period, see the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). |
| | ↑ | Permanent Long term | Local | Low | An overall increase in the number of car parking spaces within the Town Centre may encourage people to drive into the town instead of walking or cycling, therefore potentially worsening air quality. | It is important to ensure that suitable measures are put in place to encourage the use of public transport, walking and cycling as viable alternative to the private car. Improvements to public transport links and pedestrian routes are already proposed in the AAP to make these transport modes more attractive. Other measures which could be implemented include the production of green travel plans for all new developments within the town centre, inclusion of secure cycle storage throughout the town centre, introduction of car sharing initiatives, discounted bus passes etc. |



| Sustainability Appraisal objective | Magnitude | Duration | Sensitivity | Certainty | Description | Recommendations |
|---|---|-------------------------|-------------|-----------|--|--|
| 12. To manage prudently mineral resources and avoid / reduce pollution of land. | ↓ | Temporary Short Term | Local | Low | Generic effects upon land and soils associated with construction works required for the development of the new single decked car parking facilities may occur (see the Oadby Town Centre AAP Sustainability Report, 2007). | For recommendations for reducing the risk of pollution of the land, see the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). Any potential contamination of sites should be dealt with in accordance with Planning Policy Statement (PPS) 23. |
| 13. To minimise energy use and develop renewable energy resources. | No additional effects above those identified within the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). | | | | | |



| Sustainability Appraisal objective | Magnitude | Duration | Sensitivity | Certainty | Description | Recommendations |
|--|-----------|----------------------|---------------|-----------|---|---|
| 14. To reduce greenhouse gas emissions to mitigate the rate of climate change. | ↓ | Temporary Short Term | International | Low | Generic effects upon greenhouse gas emissions associated with construction works for the development of the new single decked car parking facilities may occur (see Oadby Town Centre AAP Sustainability Report, 2007). | For recommendations for reducing greenhouse gas emissions during the construction period, see the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). |
| | ↑ | Permanent Long term | International | Low | An overall increase in the number of car parking spaces within the Town Centre may encourage people to drive into the town instead of walking or cycling, therefore potentially increasing greenhouse gas emissions. | It is important to ensure that suitable measures are put in place to encourage the use of public transport, walking and cycling as viable alternative to the private car. Improvements to public transport links and pedestrian routes are already proposed in the AAP to make these transport modes more attractive. Other measures which could be implemented include the production of green travel plans for all new developments within the town centre, inclusion of secure cycle storage throughout the town centre, introduction of car sharing initiatives, discounted bus passes etc. |



| Sustainability Appraisal objective | Magnitude | Duration | Sensitivity | Certainty | Description | Recommendations |
|---|---|------------------------|---------------|-----------|---|---|
| 15. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts. | ↑ | Permanent Long term | International | Low | An overall increase in the number of car parking spaces within the Town Centre may encourage people to drive into the town instead of walking or cycling. | It is important to ensure that suitable measures are put in place to encourage the use of public transport, walking and cycling as viable alternative to the private car. Improvements to public transport links and pedestrian routes are already proposed in the AAP to make these transport modes more attractive. Other measures which could be implemented include the production of green travel plans for all new developments within the town centre, inclusion of secure cycle storage throughout the town centre, introduction of car sharing initiatives, discounted bus passes etc. |
| 16. To improve access to education and training for children, young people, adult learners, the unemployed, the disabled and the deprived. | No additional effects above those identified within the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). | | | | | |



| Sustainability Appraisal objective | Magnitude | Duration | Sensitivity | Certainty | Description | Recommendations |
|--|--|----------------------|-------------|-----------|--|---|
| 17. To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local population. | ↑ | Temporary Short Term | Local | Low | Construction of the new single decked car parking facilities is likely to provide some temporary employment opportunities. | For recommendations relating to this objective, see the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). |
| | ↓ | Temporary Short Term | Local | Low | Construction works associated with the new single decked car parking facilities may result in disruption to existing retailers within the Town Centre. | |
| | While a reduction in retail floorspace may result in slightly less employment opportunities compared with the original Preferred Options, it is not considered that this would result in a significant change to the findings of the SA, particularly given that the proposed reduction is in line with the findings of the Retail Capacity Study. | | | | | |
| 18. To optimise the use of previously developed land, buildings and existing infrastructure. | ↑ | Permanent Long term | Local | Low | The new single decked car parking facilities will be located on the site of existing car parking therefore utilising previously developed land. | For recommendations relating to optimising the use of previously developed land, buildings and existing infrastructure, see the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). |



| Sustainability Appraisal objective | Magnitude | Duration | Sensitivity | Certainty | Description | Recommendations |
|---|---|-------------------------|---------------|-----------|--|--|
| 19. To promote and ensure high standards of sustainable design and construction. | ⇅ | Permanent Long term | International | Low | It is unknown whether sustainable design and construction methods will be adopted in the construction of the new single decked car parking facilities. | For recommendations to ensure sustainable design and construction, see the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). |
| 20. To minimise waste and to increase the re-use, recycling and composting of waste materials. | ⇩ | Temporary Short term | Local | Low | Generic effects of waste creation associated with construction works required for the development of the new single decked car parking facilities may occur (see Oadby Town Centre AAP Sustainability Report, 2007). | For recommendations to minimise waste and to improve waste management during construction, see the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). |
| 21. To improve access to services for those without a car, disabled people, elderly people, ethnic minorities and deprived people by providing for everyday needs in each settlement. | While a reduction in retail floorspace may result in slightly less shopping facilities compared with the original Preferred Options, it is not considered that this would result in a significant change to the findings of the SA, particularly given that the proposed reduction is in line with the findings of the Retail Capacity Study. | | | | | |



| Sustainability Appraisal objective | Magnitude | Duration | Sensitivity | Certainty | Description | Recommendations |
|--|-----------|------------------------|-------------|-----------|---|---|
| 22. To encourage and develop the use of public transport, cycling and walking. | ↑ | Permanent Long term | Local | Low | An overall increase in the number of car parking spaces within the Town Centre may encourage people to drive into the town instead of walking or cycling. | It is important to ensure that suitable measures are put in place to encourage the use of public transport, walking and cycling as viable alternative to the private car. Improvements to public transport links and pedestrian routes are already proposed in the AAP to make these transport modes more attractive. Other measures which could be implemented include the production of green travel plans for all new developments within the town centre, inclusion of secure cycle storage throughout the town centre, introduction of car sharing initiatives, discounted bus passes etc. |



5 SUMMARY OF THE LIKELY ADDITIONAL EFFECTS

- 5.1 This section provides a summary of the additional effects likely to occur from the proposed changes to the Preferred Options.
- 5.2 The proposed Place of Worship is now to be incorporated as a community facility into the main Sandhurst Street retail development instead of the original proposed location at the East Street Car Park. This will reduce the proposed amount of retail floorspace within the Sandhurst Street retail development area in line with the outcomes of the Retail Capacity Study (2008), and may help to maintain natural surveillance over the new shopping area, potentially improving community safety and reducing crime and anti-social behaviour.
- 5.3 During construction of the new single decked car parking facilities, construction activities may result in a number of minor impacts upon the environment, in line with the construction related effects already identified within the Oadby Town Centre AAP Sustainability Report (WYG, November 2007).
- 5.4 Once the new car parking facilities are operational and the overall number of car parking spaces within the Town Centre has been increased, this may encourage use of the private car, potentially impacting upon objectives relating to health, air quality, greenhouse gas emissions, changing lifestyles and encouraging alternatives to the private car (SA objectives 2, 11, 14, 15 and 22 respectively). It is important to ensure that suitable measures are put in place to encourage the use of public transport, walking and cycling as viable alternative to the private car. Improvements to public transport links and walking and cycling routes are already proposed in the AAP to make these transport modes for attractive. Other measures which could be implemented include the production of green travel plans for all new developments within the town centre, introduction of car sharing initiatives, discounted bus passes for those working within the town centre etc. The new car parking facilities will be well clad and landscaped, potentially beneficially impacting upon the townscape of the Town Centre (SA objective 9).
- 5.5 A reduction in the proposed level of retail floorspace from 9,125sqm to 5,870sqm (in line with the outcomes of the Retail Capacity Study, 2008) is unlikely to result in any other additional



effects above those identified within the Oadby Town Centre AAP Sustainability Report (WYG, November 2007).

- 5.6 Amendments to the proposals to open up The Parade are unlikely to result in any other additional effects above those identified within the Oadby Town Centre AAP Sustainability Report (WYG, November 2007). However, it is also proposed to seek to improve the elevation of the current 'Instore' shopping store. This may beneficially impact upon SA objective 9 ('To protect and enhance the landscape ... in the Borough').



6 NEXT STEPS

6.1 The next steps of the SA and associated steps of the Oadby Town Centre AAP are detailed in Table 3.

Table 3 Next Steps in the Sustainability Appraisal

| ODPM Stage | | Sustainability Appraisal Steps | Links to AAP Process |
|--|---------|---|--|
| Stage D Consulting on the AAP and the Sustainability Report | D2 | Appraise any significant changes to the AAP following consultation and examination. | Undertaken in conjunction with finalisation of the Oadby Town Centre AAP for submission and following examination. |
| | D3 | Produce an adoption statement to accompany the adopted Oadby Town Centre AAP to show how responses to consultation have been taken into account. This must state how the Oadby Town Centre AAP was changed as a result of the SA process and responses to consultation. | Undertaken in conjunction with finalisation of the Oadby Town Centre AAP prior to adoption. |
| Stage E Monitoring the significant effects of implementing the AAP. | E1 & E2 | Undertake monitoring of significant effects arising from the Oadby Town Centre AAP and respond to adverse effects. | Undertaken after the Oadby Town Centre AAP has been adopted. |



Appendix A – Report Conditions



REPORT CONDITIONS

This report is produced solely for the benefit of **Oadby and Wigston Borough Council** and no liability is accepted for any reliance placed on it by any other party unless specifically agreed in writing otherwise.

This report is prepared for the proposed uses stated in the report and should not be used in a different context without reference to WYG. In time improved practices, fresh information or amended legislation may necessitate a re-assessment. Opinions and information provided in this report are on the basis of WYG using due skill and care in the preparation of the report.

This report refers, within the limitations stated, to the environment of the site in the context of the surrounding area at the time of the inspections. Environmental conditions can vary and no warranty is given as to the possibility of changes in the environment of the site and surrounding area at differing times.

This report is limited to those aspects reported on, within the scope and limits agreed with the client under our appointment. It is necessarily restricted and no liability is accepted for any other aspect. It is based on the information sources indicated in the report. Some of the opinions are based on unconfirmed data and information and are presented as the best obtained within the scope for this report.

Reliance has been placed on the documents and information supplied to WYG by others but no independent verification of these has been made and no warranty is given on them. No liability is accepted or warranty given in relation to the performance, reliability, standing etc of any products, services, organisations or companies referred to in this report.

Whilst skill and care have been used, no investigative method can eliminate the possibility of obtaining partially imprecise, incomplete or not fully representative information. Any monitoring or survey work undertaken as part of the commission will have been subject to limitations, including for example timescale, seasonal and weather related conditions.

Although care is taken to select monitoring and survey periods that are typical of the environmental conditions being measured, within the overall reporting programme constraints, measured conditions may not be fully representative of the actual conditions. Any predictive or modelling work, undertaken as part of the commission will be subject to limitations including the representativeness of data used by the model and the assumptions inherent within the approach used. Actual environmental conditions are typically more



complex and variable than the investigative, predictive and modelling approaches indicate in practice, and the output of such approaches cannot be relied upon as a comprehensive or accurate indicator of future conditions.

The potential influence of our assessment and report on other aspects of any development or future planning requires evaluation by other involved parties.

The performance of environmental protection measures and of buildings and other structures in relation to acoustics, vibration, noise mitigation and other environmental issues is influenced to a large extent by the degree to which the relevant environmental considerations are incorporated into the final design and specifications and the quality of workmanship and compliance with the specifications on site during construction. WYG accept no liability for issues with performance arising from such factors

November 2008

WYG Environment Planning Transport Ltd



Appendix B – Summary of Consultation Responses



| Organisation | Date Received | Comments | Response |
|---------------------------|--------------------------------|---|--|
| Natural England | 6 th November 2008 | <ol style="list-style-type: none"> Natural England are unable to comment on the Sustainability Appraisal (SA) due to staffing constraints. | <ol style="list-style-type: none"> Comment noted. |
| Environment Agency | 18 th December 2007 | <ol style="list-style-type: none"> The Agency is aware that a Joint Strategic Flood Risk Assessment (SFRA) has been undertaken by the Council however are unable to see any reference to this assessment in the Sustainability Appraisal in relation to the environmental baseline. Any development proposed should ensure that surface water run off is effectively managed preferably by the use of sustainable drainage systems. A Flood Risk Assessment will be required for sites over 1Ha in area. The PAL International site on Sandhurst Street is considered within the SFRA and historical flooding / drainage on site identifies that flooding along parts of Wash Brook running to the south of the AAP site has occurred and that the surface water drainage network is unable to cope with storm events. The Environment Agency will need to be satisfied that development proposals demonstrate that flood risk can be effectively and safely managed without increasing flood risk elsewhere. The southern part of the London Road East site falls within an area at risk at flooding informed by the EA flood zone maps and the SFRA. In accordance with advice in PPS25 development should be located in the area at lowest risk of flooding and careful consideration will need to be given to the layout of the development on this site which will need to be | <ol style="list-style-type: none"> Sustainability Report to be updated at submission stage. Already included within mitigation measures detailed within the Sustainability Appraisal of the Oadby Town Centre Area Action Plan (WYG, November 2007). Sustainability Report to be updated at submission stage. Sustainability Report to be updated at submission stage. Sustainability Report to be updated at submission stage. Already included within mitigation measures detailed within the Sustainability Appraisal of the Oadby Town Centre Area Action Plan (WYG, November 2007). Sustainability Report to be updated at submission stage. |



| Organisation | Date Received | Comments | Response |
|--------------------------------|--|---|--|
| | | <p>informed by a site specific flood risk assessment.</p> <ol style="list-style-type: none"> 6. The Environment Agency encourages the redevelopment of brownfield sites. 7. Any potential contamination of sites should be dealt with in accordance with PPS23. | |
| <p>English Heritage</p> | <p>17th December 2007</p> | <ol style="list-style-type: none"> 1. The SA does consider the historic environment, which is welcomed, and they do acknowledge that new development within the AAP areas has the potential to either harm or enhance the historic environment, which English Heritage concurs with. English Heritage also agree that the design of new development will be crucial in terms of historic environment/ townscape impact and advise seeking advice on pre-application schemes from county conservation staff and English Heritage, as appropriate. 2. The document needs stronger references to the historic environment of each AAP area and how this might be incorporated into the final AAPs and masterplan proposals. 3. It is odd that the Non-Technical summary in the Oadby SA fails to acknowledge the potential adverse effects of the AAP on the historic environment (paragraph 1.4 on page 2). The Wigston SA does refer to these potential adverse effects, and English Heritage suggest that the same reference in made in the Oadby SA. 4. In the Non-Technical Summary, one of the potential beneficial effects of the AAP could include enhancements to the historic environment. 5. Reference to townscape under the Landscape and Visual Amenity sections is welcomed (paragraph | <ol style="list-style-type: none"> 1. Comment noted. 2. Sustainability Report to be updated at submission stage. 3. Sustainability Report to be updated at submission stage. 4. Sustainability Report to be updated at submission stage. 5. Comment noted. 6. Comment noted. 7. Sustainability Report to be updated at submission stage. 8. Comment noted. 9. Comment noted. 10. Sustainability Report to be updated at submission stage. 11. Sustainability Report to be updated at submission stage. 12. Sustainability Report to be updated at submission stage. 13. To be investigated at submission stage. 14. Comment noted. |



| Organisation | Date Received | Comments | Response |
|--------------|---------------|--|----------|
| | | <p>5.3.4, page 32). English Heritage promotes a wide definition of the historic environment, which includes both statutory designations (e.g. listed buildings) and local historic aspects such as locally important buildings and townscapes.</p> <p>6. Reference to Landscape Character is also welcomed (paragraph 5.3.4, page 33). Although the town centres lack landscape qualities, they will have townscapes that need to be adequately considered. Characterisation studies can provide a broad overview of the local historic environment and can be useful as part of the evidence base for policies and decision-making. Further advice on characterisation can be obtained from the County Historic Environment Team.</p> <p>7. The definitions used for the different grades of listed buildings are incorrect (pages 35-36 of the SA). Please amend as follows:</p> <ul style="list-style-type: none"> - Grade I = Important Buildings of Exceptional Interest - Grade II* = Important Buildings of More Than Special Interest - Grade II = Important Buildings of Special Interest <p>8. We welcome reference to locally listed buildings in the SA, which are part of the broader local historic environment.</p> <p>9. The Sustainability Issues relating to the historic environment (paragraph 5.3.11) are welcomed.</p> <p>10. Table 6.3 in the Oadby SA fails to refer to potential adverse effects on the historic environment within the Oadby AAP, unlike the Wigston SA. There should be some reference made in the Oadby SA, especially as there is discussion about adverse impacts later in the document on page 57.</p> | |



| Organisation | Date Received | Comments | Response |
|--------------|---------------|---|----------|
| | | <p>11. Reference to the historic environment in the mitigation measures section of both SAs is welcomed, although the Wigston SA has a more thorough set of measures than the Oadby SA. This may be because it is considered that Wigston has a more significant historic environment; however, it may be appropriate to repeat the Wigston measures in the Oadby SA.</p> <p>12. The Plans and Programme Review in Appendix C should also refer to the Conservation Area Appraisals that apply to the AAP areas. Reference to the Appraisals should also be made on page 12 of the SA.</p> <p>13. With reference to Appendix D (Existing Local Plan Policies), are there any policies (saved or deleted) that relate to listed buildings, locally listed buildings or other historic environment features outside of conservation areas and archaeological sites?</p> <p>14. We note that PPG15 and PPG16 are reviewed as part of Oadby and Wigston’s SA Framework and assume that they have informed the AAP process. We would like to bring to your attention additional documents that English Heritage have produced which are relevant to the AAPs:</p> <ul style="list-style-type: none"> - Transport and the Historic Environment focuses on the need for good design, awareness of the wider historic environment and the promotion of innovative transport solutions and management. - Streets for All is aimed at tackling unplanned, unsightly and cluttered streetscapes. In addition to the national document there is an East Midlands Streets for All. - Regeneration and the Historic Environment sets out clear principles which English Heritage would like to see | |



| Organisation | Date Received | Comments | Response |
|--------------|---------------|---|----------|
| | | <p>applied in the case of regeneration opportunities.</p> <ul style="list-style-type: none"> - Retail Development in Historic Areas provides guidance for achieving high quality new retail development within an historic context. - Guidance on the Management of Conservation Areas, which identifies the key aspects of good practice that need to be taken into account by local authorities in managing their conservation areas <p>These documents can be downloaded from the HELM website: www.helm.org.uk .</p> | |