



Oadby and Wigston Borough Council

## **Addendum to Sustainability Report**

Sustainability Appraisal of the  
Wigston Town Centre Area Action Plan

Date: 21<sup>st</sup> November 2008



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## 1 INTRODUCTION

- 1.1 In November 2007 WYG produced a Sustainability Report which detailed the Sustainability Appraisal (SA) of the Wigston 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 by 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 Wigston Town Centre AAP Sustainability Report (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 Wigston 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 Wigston 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 Wigston Town Centre AAP 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. **Increased storey height of the multi storey car park, increased car parking in the south of the town and creation of disabled parking in convenient locations in the town centre. This will allow an increase from 535 parking spaces to 838 in Wigston town centre. Provision of a layby drop off / taxi drop off at the western end of Bell Street.**
2. **Creation of a small parking area next to the Pentecostal Church in order to accommodate weddings / funerals. Amendments to road alignment to create a 3.5m carriageway and 1.6m footway on either side of the church, to increase the existing footway provision at this location.**
3. **A reduction in the proposed level of retail floorspace from 15,425sqm to 13,225sqm, in line with the outcomes of the Retail Capacity Study (2008).**
4. **Increased levels of residential development in Bell Street / Paddock Street area.**

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, have been appraised against the twenty-two SA objectives that were used for the SA undertaken at Issues and Options and Preferred Options stages (see the Wigston Town Centres AAP Sustainability Report, 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 Wigston 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.	↑	Permanent Long term	Local	Medium	The increased level of residential development may have a positive impact on the availability of housing in the area.	For recommendations for ensuring housing that meets local needs, see the Wigston 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	The increase of car parking spaces may encourage car use as opposed to 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.	➔	Permanent Long term	Local	Low	The creation of a small parking area near the Pentecostal church increases its accessibility, and may help to encourage attendance to functions and community cohesion.	For recommendations for providing better opportunities for participation in cultural and leisure activities, see the Wigston Town Centre AAP Sustainability Report (WYG, November 2007).
	➔	Permanent Long term	Local	Low	The creation of disabled parking in the centre of town at convenient locations improves disabled accessibility of various activities.	Ensure the position of the new car parking spaces for disabled is planned taking into account the locations of venues for cultural and leisure activities.
4. To improve community safety, and reduce crime, anti-social behaviour and the fear of crime.	No additional effects above those identified within the Wigston 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 Wigston 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.	↕	Permanent Long term	Local	Low	The creation of a small parking area near the Pentecostal church may encourage attendance to functions and could have a beneficial effect on community cohesion.	For recommendations for promoting racial harmony and creating cohesive communities, see the Wigston 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	Local	Low	Generic effects upon habitats and species associated with construction works required for the development of additional car parking and housing may occur (see the Wigston Town Centre AAP Sustainability Report, WYG, November 2007).	For recommendations for the protection and enhancement of the natural environment, see the Wigston 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.	↓	Permanent Long Term	Regional	Low	Development of additional car parking and new housing on the land between Bell Street and Paddock Street could have an effect upon archaeological assets; this area is designated a site of archaeological potential.	For recommendations for the protection and enhancement of the historic environment, see the Wigston 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.	No additional effects above those identified within the Wigston 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 additional car parking and housing may occur (see the Wigston Town Centre AAP Sustainability Report, WYG, November 2007).	For recommendations for improving water management, see the Wigston 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 additional car parking and housing may occur (see the Wigston Town Centre AAP Sustainability Report, WYG, November 2007).	For recommendations for protecting air quality during construction, see the Wigston Town Centre AAP Sustainability Report (WYG, November 2007).
	↑	Permanent Long term	Local	Low	The increase of car parking spaces may encourage car use, which could have an adverse impact upon local 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.	↕	Permanent Long term	Local	Low	Generic effects upon land and soils associated with construction works required for the development of additional car parking and housing may occur (see the Wigston Town Centre AAP Sustainability Report, WYG, November 2007).	For recommendations for the protection of land and soils, see the Wigston Town Centre AAP Sustainability Report (WYG, November 2007).
13. To minimise energy use and develop renewable energy resources.	↕	Permanent Long term	International	Low	Development of additional housing may result in increased energy consumption.	For recommendations for minimising energy and developing renewable energy see the Wigston 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 additional car parking and housing may occur (see the Wigston Town Centre AAP Sustainability Report, WYG, November 2007).	For recommendations for reducing greenhouse gas emissions during the construction period, see the Wigston Town Centre AAP Sustainability Report (WYG, November 2007).
	↑	Permanent Long term	International	Low	The increase of car parking spaces may encourage car use with an associated increase in car related 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	Local	Low	The increase of car parking spaces may encourage car use, as opposed to 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.	↗	Permanent Long term	Local	Low	The creation of disabled parking in the centre of town at convenient locations improves disabled accessibility to education and training activities.	Ensure the position of the new car parking spaces for disabled is planned taking into account the locations of venues for cultural and leisure activities.



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 additional car parking and housing is likely to provide some temporary employment opportunities.	For recommendations relating to this objective, see the Wigston Town Centre AAP Sustainability Report (WYG, November 2007)
	↓	Temporary Short term	Local	Low	Construction works associated with the additional car parking and housing 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	New proposed development (i.e. additional car parking and housing) will make use of previously developed land.	Ensure the use of existing buildings where appropriate.
19. To promote and ensure high standards of sustainable design and construction.	↕	Permanent Long term	Local	Low	It is unknown whether sustainable design and construction methods will be adopted in the development of additional car parking.	For recommendations to ensure sustainable design and construction see the Wigston Town Centre AAP Sustainability Report (WYG, November 2007)



Sustainability Appraisal objective	Magnitude	Duration	Sensitivity	Certainty	Description	Recommendations
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 additional car parking and housing may occur (see the Wigston Town Centre AAP Sustainability Report, WYG, November 2007).	For recommendations to minimise waste and to improve waste management see the Wigston 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.	↑	Permanent Long term	Local	Low	The creation of disabled parking in the centre of town at convenient locations improves disabled accessibility to services. Provision of a layby drop off / taxi drop off at the western end of Bell Street may also improve access for disabled / elderly people and those without a car.	For recommendations to improve access to services for those without a car, disabled people, elderly people, ethnic minorities and deprived people, see the Wigston Town Centre AAP Sustainability Report (WYG, November 2007)
	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	The increase of car parking spaces may encourage car use.	<p>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.</p> <p>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.</p>



## 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 During construction of the additional car parking and housing, construction activities may result in a number of minor impacts upon the environment, in line with the construction related effects already identified within the Wigston Town Centre AAP Sustainability Report (WYG, November 2007)
- 5.3 The increase in the number of car parking spaces 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.
- 5.4 The creation of disabled parking in the centre of town at convenient locations will help to improve accessibility to services, education and training opportunities for disabled people, and the provision of a layby drop off / taxi drop off at the western end of Bell Street may also improve access for disabled and elderly people, as well as those without a car.
- 5.5 The creation of a small parking area near the Pentecostal church will help to increase its accessibility and may encourage attendance to functions and community cohesion.
- 5.6 A reduction in the proposed level of retail floorspace from 15,425sqm to 13,225sqm (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 Wigston Town Centre AAP Sustainability Report (WYG, November 2007).



5.7 The increased level of residential development may have a beneficial impact on the availability of housing in the area, contributing to meeting local housing needs.



## 6 NEXT STEPS

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

**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 Wigston Town Centre AAP for submission and following examination.
	D3	Produce an adoption statement to accompany the adopted Wigston Town Centre AAP to show how responses to consultation have been taken into account. This must state how the Wigston Town Centre AAP was changed as a result of the SA process and responses to consultation.	Undertaken in conjunction with finalisation of the Wigston 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 Wigston Town Centre AAP and respond to adverse effects.	Undertaken after the Wigston 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
<b>Natural England</b>	6 <sup>th</sup> November 2008	<ol style="list-style-type: none"> <li>1. Natural England are unable to comment on the Sustainability Appraisal (SA) due to staffing constraints.</li> </ol>	<ol style="list-style-type: none"> <li>1. Comment noted.</li> </ol>
<b>Environment Agency</b>	18 <sup>th</sup> December 2007	<ol style="list-style-type: none"> <li>1. The SA has correctly identified that the area of study is outside of an area at risk of flooding identified by the Environment Agency's flood zone maps.</li> <li>2. The Environment Agency are pleased to see that the appraisal identifies that the AAP should ensure that future development does not increase surface water run off and the risk of flooding and that sustainable drainage techniques and water conservation measures are incorporated.</li> <li>3. The Environment Agency encourages the redevelopment of brownfield sites.</li> <li>4. The SA correctly identifies that the AAP should ensure that contaminated land is remediated in accordance with guidance set out in PPS23.</li> </ol>	<ol style="list-style-type: none"> <li>1. Comment noted.</li> <li>2. Comment noted.</li> <li>3. Already included within mitigation measures detailed within the Sustainability Appraisal of the Wigston Town Centre Area Action Plan (WYG, November 2007).</li> <li>4. Comment noted.</li> </ol>
<b>English Heritage</b>	17 <sup>th</sup> December 2007	<ol style="list-style-type: none"> <li>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.</li> <li>2. In the Non-Technical Summary, one of the potential</li> </ol>	<ol style="list-style-type: none"> <li>1. Comment noted.</li> <li>2. Sustainability Report to be updated at submission stage.</li> <li>3. Comment noted.</li> <li>4. Comment noted.</li> <li>5. Sustainability Report to be updated at submission stage.</li> <li>6. Comment noted.</li> <li>7. Comment noted.</li> <li>8. Comment noted.</li> <li>9. Sustainability Report to be updated at submission stage.</li> <li>10. To be investigated at submission stage.</li> <li>11. Comment noted.</li> </ol>



Organisation	Date Received	Comments	Response
		<p>beneficial effects of the AAP could include enhancements to the historic environment.</p> <ol style="list-style-type: none"> <li>3. Reference to townscape under the Landscape and Visual Amenity sections is welcomed (paragraph 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.</li> <li>4. 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.</li> <li>5. The definitions used for the different grades of listed buildings are incorrect (pages 35-36 of the SA). Please amend as follows:               <ul style="list-style-type: none"> <li>- Grade I = Important Buildings of Exceptional Interest</li> <li>- Grade II* = Important Buildings of More Than Special Interest</li> <li>- Grade II = Important Buildings of Special Interest</li> </ul> </li> <li>6. We welcome reference to locally listed buildings in the SA, which are part of the broader local historic environment.</li> <li>7. The Sustainability Issues relating to the historic environment (paragraph 5.3.11) are welcomed.</li> <li>8. Reference to the historic environment in the</li> </ol>	



Organisation	Date Received	Comments	Response
		<p>mitigation measures section of the SA is welcomed.</p> <p>9. 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>10. 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>11. 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"> <li>- 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.</li> <li>- 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.</li> <li>- Regeneration and the Historic Environment sets out clear principles which English Heritage would like to see applied in the case of regeneration opportunities.</li> <li>- Retail Development in Historic Areas provides guidance for achieving high quality new retail development within an historic context.</li> <li>- Guidance on the Management of Conservation Areas, which identifies the key aspects of good practice that</li> </ul>	



Organisation	Date Received	Comments	Response
		need to be taken into account by local authorities in managing their conservation areas These documents can be downloaded from the HELM website: <a href="http://www.helm.org.uk">www.helm.org.uk</a> .	