



Hinckley & Bosworth
Borough Council

A Borough to be proud of

Hinckley and Bosworth Borough Council

Hinckley Town Centre Area Action Plan

Sustainability Appraisal Statement

March 2011

Introduction

Hinckley and Bosworth Borough Council is in the process of preparing a Local Development Framework (LDF). The LDF will supersede the current Local Plan in setting out guidelines for development within the Borough and will comprise a portfolio of Local Development Documents (LDD), including Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). The foundation document of the LDF is the Core Strategy DPD.

Under the Planning and Compulsory Purchase Act 2004 local planning authorities must subject a number of LDDs to a process of Sustainability Appraisal (SA). Similarly, under the Environmental Assessment of Plans and Programmes Regulations 2004, where planning documents setting a framework for future development consent are likely to have significant environmental effects it is a requirement that local planning authorities subject them to Strategic Environmental Assessment (SEA). Such documents include DPDs and some SPDs.

The Need for Sustainability Appraisal and Strategic Environmental Assessment

Article 1 of the EU Directive 2001/42 on the Assessment of Certain Plans and Programmes on the Environment determines its objective as being *'...to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans...with a view to promoting sustainable development...'*. Directive 2001/42 is implemented in the UK through the Environmental Assessment of Plans and Programmes Regulations 2004. Under the Planning and Compulsory Purchase Act 2004 local planning authorities are required to undertake SA of all DPDs that make up a LDF. SA differs from SEA in that it expands the focus of the assessment process to encompass social and economic issues. SA is described in the ODPM¹ guidance as *'...An iterative process that identifies and reports on the likely significant effects of the plan and the extent to which implementation of the plan will achieve the social, environmental and economic objectives by which sustainable development can be defined...'*

Although the statutory requirements for carrying out SA and SEA are distinct it is possible to satisfy both through a single but integrated SA process. Such an

¹ ODPM (2005) Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks: Guidance for Regional Planning Bodies and Local Planning Authorities.

approach is advocated in the ODPM guidance; for ease the combined SEA and SA process is simply referred to as SA throughout the remainder of this report.

Sustainability Appraisal Process

The SA of the Core Strategy has been undertaken in line with the staged approach set out in the ODPM guidance, as follows:

STAGE A **Setting the context and objectives, establishing the baseline and deciding on the scope**

- A1: Identifying other relevant plans, programmes and sustainability objectives.
- A2: Collating baseline information and identifying any gaps in the current data.
- A3: Identifying baseline conditions and key sustainability issues on the basis of the baseline data collated.
- A4: Developing SA objectives.
- A5: Consulting on the scope of the SA.

STAGE B **Developing and refining options and assessing effects**

- B1: Testing the Core Strategy objectives against the SA objectives.
- B2: Developing and appraising a range of options for delivering the Core Strategy.
- B3: Predicting the likely effects of the Core Strategy Preferred Options.
- B4: Evaluating the likely effects of the Core Strategy Preferred Options.
- B5: Developing measures to mitigate adverse effects and maximise beneficial effects.
- B6: Developing measures to monitor significant effects.

STAGE C **Preparing the SA Report**

- C1: Preparing the SA Report.

STAGE D **Consulting on the DPD Preferred Options Report and the SA Report**

- D1: Public consultation on the Core Strategy Preferred Options and the associated SA Report.
- D2: Appraising any significant changes made to the Core Strategy Preferred Options following public consultation.
- D3: Providing information on how the SA and associated consultation responses have been accounted for in preparing the adopted Core Strategy.

STAGE E **Monitoring implementation of the plan**

- E1: Monitoring significant effects of the Core Strategy once adopted.
- E2: Responding to any adverse effects arising from the Core Strategy following adoption.

Stages in Appraising the Hinckley Town Centre AAP

Stage A of the SA process was undertaken for the overall Hinckley and Bosworth LDF in 2005. The Scoping Report for consultation was published in June 2005 and this detailed 25 SA objectives developed for use when appraising LDF documents. To account for the passing of time and any significant differences between the various LDF documents, the Stage A tasks were reviewed, updated where necessary and consulted upon prior to the commencement of any appraisals.

Stage B of the SA of the Hinckley Town Centre AAP involved the SA of alternative options and the Preferred Options detailed within the Preferred Options Area Action Plan. The Preferred Options document comprised eight Development Site Policies that related to specific sites. An SA Report to accompany the Preferred Options document was produced in September 2007. The report detailed the findings of the appraisal and also represented Stage C (preparing the SA Report) of the SA process for the Hinckley Town Centre AAP. The Preferred Options document and the accompanying SA Report were issued for public consultation over a six week period starting in September 2007.

A SA Report was produced in October 2008, and accompanied the Proposed Submission Hinckley Town Centre AAP which together underwent a six week period of consultation, between 31st October 2008 and 12th December 2008. Following this consultation period, representations were received which highlighted the need for further work to be completed on the AAP before Hinckley and Bosworth Borough Council could consider it sound for submission to the Secretary of State.

As a result, a second, revised Proposed Submission AAP was produced and consulted upon between 18th June 2010 and 30th July 2010. As the additional work undertaken was deemed to involve significant changes to the AAP, it was considered necessary for an additional round of public consultation to take place before the document was submitted.

An Addendum to the SA Report was produced which set out revisions to the SA, which, together with the Hinckley Town Centre AAP SA Report (October 2008) set out the environmental, social and economic effects which are anticipated to occur from the implementation of the revised AAP. The Addendum and AAP were consulted upon in June 2010.

The Consultation Process

Consultation on the SA commenced during Stage A prior to publication of the Scoping Report. In March 2005, in partnership with Blaby District Council and Oadby and Wigston Borough Council, a questionnaire was issued to the following stakeholders:

- Environment Agency
- English Nature
- Countryside Agency
- English Heritage
- University of Leicester
- South Leicestershire Primary Care Trust
- Leicestershire Constabulary
- Leicestershire Chamber of Commerce & Industry
- British Waterways
- Leicestershire Economic Partnership

- Government Office for the East Midlands
- Sport England East Midlands Region
- East Midlands Regional Assembly
- Transport 2000
- East Midlands Development Agency
- DEFRA Rural Development Service
- Forestry Commission
- Highways Agency
- Leicestershire & Rutland Wildlife Trust
- East Midlands Community Renewables Initiative
- Severn Trent Water
- National Farmers Union
- Leicestershire County Council
- RSPB Central England
- National Playing Fields Association
- Arriva Midlands
- Network Rail
- Leicestershire Development Agency
- Leicestershire Rural Transport Partnership
- First Buses
- Leicestershire Rural Partnership
- Brocks Hill Environment Centre
- Oadby Civic Society
- Wigston Civic Society

The purpose of the questionnaire was to:

- Determine what interest consultees had in the Hinckley and Bosworth area.
- Identify social, economic and environmental issues that may need to be considered during the SA process.
- Identify baseline information which consultees held in relation to the Hinckley and Bosworth area.
- Identify any development studies or strategies produced by consultees that needed to be reviewed as part of the SA process.

Following this, those stakeholders that expressed an interest were invited to a consultation forum held in April 2005. The forum consisted of two workshops. The first workshop was split into three groups focussing on environmental, social and economic issues. Each group discussed the objectives most relevant to their topic; for each objective the participants were asked to consider the following questions:

What are the key issues that should form the appraisal criteria in relation to each objective?

- Can the LDF deliver in relation to the key issues?
- Are the issues environmental, social or economic issues?
- Do key issues differ between localities?
- What should the priority issues be?

The second workshop was split into groups according to the District or Borough participants represented. The purpose of this workshop was to identify local issues of

concern. For each objective the participants were asked to consider the following questions:

- How many targets should be considered in relation to each objective?
- What targets should be adopted in relation to each objective?
- Can the LDF help to meet these targets?
- Do the targets reflect the local situation?
- What are the priority targets for each local area?
- How can we measure the targets developed?
- Is data available to measure the targets?

Further consultation was undertaken on the SA Scoping Report, and the SA Reports produced for both Preferred Options Report and the Proposed Submission AAPs.

The Sustainability Performance of the Hinckley Town Centre AAP

The SA of the Hinckley Town Centre AAP has been an iterative process, with the AAP accounting for the findings of the SA following the various stages and sub-stages of the process.

One of the key stages at which the SA influenced the AAP following the Scoping Stage was the appraisal of the 2007 Preferred Options Paper. The Preferred Options document comprised eight Development Site Policies that related to specific sites. Details of the Preferred Option for each of these sites is provided below.

Stockwell Head/Concordia Theatre

The Preferred Option for the Stockwell Head/Concordia Theatre site was the creation of a mixed use development with consolidated car park. Specifically this involved:

- Comprehensive redevelopment of the eastern half of the site between Baptist Walk and New Buildings including:
 - Residential development and associated car parking along Holliers Walk, New Buildings and the eastern side of Baptist walk. Residential development along Baptist Walk must respect the existing buildings to the west.
 - Retail development along Stockwell Head and the southern end of New Buildings.
 - Consolidated car park (of at least 300 car parking spaces) wrapped by the retail development along Stockwell Head and the southern end of New Buildings.
- Infill development in the western half of the site between Baptist Walk and the Concordia Theatre to complement the existing urban structure.
- Improved facilities at Concordia Theatre.
- Creation of a new public space on the site of the Stockwell Head Public car park.
- Increased permeability of the area for pedestrians and cyclists by providing a new street network based around smaller urban blocks.
- Enhancing public realm along New Building, Upper Castle Street and Stockwell Head.

Atkins Factory

The Preferred Option for the Atkins Factory site was the retention and reuse of the Grade II Atkins factory for mixed uses, relocation of North Warwickshire and Hinckley College to the site, retail, a creative enterprise centre and residential development. Specifically this involved:

- The retention and reuse of the Grade II Atkins Factory Building for mixed uses including a creative enterprise centre.
- Redevelopment of the site occupied by modern factory buildings for use by the North Warwickshire & Hinckley College.
- Retaining the car park opposite the Atkins Factory Building. Wrap with ground floor retail development along Lower Bond Street, with residential development above to provide an active frontage onto Lower Bond Street.
- Servicing the Atkins building from Druid Street, with residential development along the part of the Atkins site fronting Druid Street to mirror the residential development on the eastern side of the road to provide a more aesthetically pleasing frontage to the street. This is only acceptable if the servicing of the Atkins Building will be unaffected.
- Providing good overlooking and natural visual surveillance of pedestrian route to the North, Druid Street and green public open space to the south.
- Providing internal parking courtyards to accommodate residential parking.
- Providing improved links to Druid Quarter.

Britannia Centre/Castle Street

The Preferred Option for the Britannia Centre/Castle Street site was the creation of a new mixed use pedestrian street between Castle Street and Stockwell Head. Specifically this involved:

- Creation of a new mixed-use pedestrian street between Castle Street and Stockwell Head, providing a continuation of Church Walk. Retail uses on the ground floor and residential above.
- Providing a covered arcade from the new shopping street to the Britannia Centre to create a new retail circuit.
- Providing a new public space at the junction of Castle Street and the new shopping street.
- New retail development extending along Church walk to wrap the existing Church Walk car park (which will be retained). Residential or office development overlooking Argents Mead. Some car parking spaces would be lost as part of this.
- New residential development fronting Stockwell Head, servicing to the shops along Castle Street to be maintained.

Land North of Mount Road

The Preferred Option for the Land North of Mount Road site was the refurbishment of the existing Council Offices at Argents Mead. Specifically this involved:

- For the Council Offices at Argents Mead to undergo a thorough refurbishment in order to bring internal accommodation up to modern standards.
- To retain the Mount Road Car Park.

Leisure Centre

The Preferred Option for the Leisure Centre site was the relocation of the Leisure Centre to a site off of the A47 proposed Earl Shilton bypass and the redevelopment of the existing site for residential purposes. Specifically this involved:

- Development of the site for high quality residential development that creates an exciting landmark for a key entrance to the town.
- Providing a landscaped edge to face the main frontage.
- Maintaining a pedestrian link from Trinity Vicarage Road to Trinity land/Coventry Road.

Rugby Road/Hawley Road

The Preferred Option for the Rugby Road/Hawley Road site was to develop the site for mixed use development, including a hotel. Specifically this involved:

- Providing a mixed use development including new residential and commercial development.
- Providing a landmark building at the junction of Rugby Road and Hawley Road. Consideration should be given to provision of a hotel in this location.
- Providing commercial uses facing on to Hawley Road.
- Providing residential uses facing on to Willow Bank Road.
- Providing new street structure linking Willow Bank Road through to Hawley Road.

Railway Station/Southfield Road

The Preferred Option for the Railway Station/Southfield Road site was to redevelop and refurbish existing railway station with mixed used development. Specifically this involved:

- Providing a mix of uses including residential, employment and commercial development.
- For development around the railway station the main priority is to ensure it is active and overlooked for as long as possible each day.
- Any retail development on this site should be small scale and not impact on the town centre as the main shopping destination.
- Providing an improved gateway to the town by providing a new transport interchange at the railway station.
- Providing a new landmark development to give a positive impression on arrival to Hinckley by train.

Bus Station Site

The Preferred Option for the Bus Station site was to provide a mixed-use development including leisure/quality retail uses with redevelopment of bus station. Specifically this involved:

- Promoting a co-ordinated mixed-use development of the entire site. This would include a food retail unit, additional retail uses, cinema and associated leisure uses (e.g. bowling alley and cinema), commercial offices and residential uses.
- Retaining and enhance the bus station.

- Maintaining Brunel Road as a pedestrian and vehicular through route.
- Creating an exciting landmark development at a key entrance to the town.
- Providing a consolidated car park.
- Achieving high quality public realm improvements linked to the town centre pedestrian preference area.
- Additional retail development.

In addition to the Development Site Policies, specific public realm improvements and policies relating to shopping areas, cycle routes and facilities, the railway station, bus routes and facilities, and car parking facilities were included in the document. All options (both alternative and preferred) were appraised with the exception of the railway station and the bus routes and facilities which were considered under the Development Site Policies for the Railway Station and the Bus Station respectively.

SA of the Preferred Options document used a framework which enabled the social, economic and environmental acceptability of the options to be determined.

An SA Report to accompany the Preferred Options document was produced in September 2007. The report detailed the findings of the appraisal and also represented Stage C (preparing the SA Report) of the SA process for the Hinckley Town Centre AAP. The Preferred Options document and the accompanying SA Report were issued for public consultation over a six week period starting in September 2007.

Development and Sustainability Appraisal of the Submission Document (October 2008)

Following consultation, HBBC produced the Hinckley Town Centre AAP Submission Document in October 2008. The amended objectives and policies detailed within the Hinckley Town Centre AAP Submission Document reflect comments received during the consultation period and the SA of the Preferred Options. Details of how the objectives and policies have been altered since the Preferred Options stage are provided below.

Objectives

The objectives of the Hinckley Town Centre AAP Submission Document are the same as those given in the Preferred Options document, with the exception of Objectives 4, 5 and 7.

As a result of the amended objectives, the compatibility matrix which determines how compatible the AAP objectives are with the SA objectives was updated.

Policies

Within the Hinckley Town Centre AAP Submission Document, Policy 1 relates to the use of Compulsory Purchase Orders. This was not a formalised policy within the Preferred Options document, but has now been appraised as part of the SA due to its inclusion in the Submission Document.

Policy 1: Compulsory Purchase Orders

This policy states that the Council will give full support to encouraging discussion and negotiation with key stakeholders in furthering the aspirations of the AAP and will seek to work in partnership wherever possible. However, where the regeneration of

Hinckley Town Centre is threatened and consideration of alternative courses of action have proved unsuccessful, the Council will seek to use CPOs to bring forward the identified key development sites.

Development Site Policies

The Development Site Policies detailed within the Hinckley Town Centre Submission Document relate to the same eight identified within the Preferred Options document. Details of how the policy for each site within the Submission Document compares to the Preferred Option are given below. The SA matrices produced for the Submission Document reflect these changes.

Stockwell Head/Concordia Theatre (referred to as Policy 2 in the Submission Document)

Remains as the Preferred Option with the exception of:

- The number of residential units to be provided is specified to be at least 40.
- A reduction in the number of car parking spaces provided in the consolidated car park from 300 to 180.
- Provision of a landmark gateway building at the junction of Leicester Road, New Buildings, Derby Road and Hollier's Walk.
- Redevelopment of the northern car park fronting Druid Street and Hollier's Walk through the provision of a landmark, mixed use building with courtyard car parking. Further details made available by HBBC indicate that this mixed use development is likely to be either residential or employment use, or a mix of the two.

Atkins Factory (referred to as Policy 3 in the Submission Document)

Remains as the Preferred Option with the exception of:

- The boundary of the site has been altered to incorporate an area south of Manor Place, and to exclude the areas between Trinity Lane and Lower Bond Street north of Manor Place.
- The number of residential units to be provided on the site is specified to be 5.
- It is no longer specified that ground floor retail development along Lower Bond Street will be wrapped with residential development above to provide an active frontage onto Lower Bond Street. There will be provision of active frontages to Lower Bond Street.
- It is no longer specified that the Atkins buildings will be serviced from Druid Street, with residential development along the Atkins site fronting Druid Street to mirror the residential development on the eastern side of the road, thus providing a more aesthetically pleasing frontage to the street. This will only be acceptable if servicing of the Atkins building will be unaffected.
- It is no longer specified that internal car parking courtyards for residents will be provided.
- It is no longer specified that improved links to the Druid Quarter will be provided.

Brittania Centre/Castle Street (referred to as Policy 4 in the Submission Document)

Remains as the Preferred Option with the exception of:

- Instead of a mixed use pedestrian street between Castle Street and Stockwell Head, this is now specified to be a new retail pedestrian street.
- It is no longer specified that new public space will be provided at the junction of Castle Street and the new shopping street.
- Instead of new retail development extending along Church Walk to wrap the existing Church Walk car park, this is now specified to be mixed use development. Further details made available by HBBC indicate that the mixed used development proposed for the site is likely to be retail development with potential for residential or office elements.
- It is no longer specified that any residential development will be provided on this site.
- It is no longer specified that some car parking spaces will be lost in the Church Walk car park, but that the car park will be retained and improved.
- The policy now includes active frontages to the new street, enhanced openings to Castle Street and Stockwell Head, and improved frontage between the existing Britannia Centre and Castle Street to enhance the appearance of the current facility.
- The policy now includes that improved links with the existing car park to the rear of the Co-op store on Castle Street should be provided to improve connectivity.

Land North of Mount Road (referred to as Policy 5 in the Submission Document)

Remains as the Preferred Option with the exception of:

- The boundary of the site has been altered to include the area to the east of St Mary's Road and an area around Argents Mead, and to exclude the area north of Argents Mead.
- Enhancement of the role of the site as an important community asset in the heart of the Town Centre.
- Retention and enhancement of the memorial gardens.
- Provision of at least 22 high quality residential units.
- Retention of an element of employment uses within the site.
- Improved links both within the area and to the wider area.
- Further details received directly from HBBC indicate that there is potential for Hinckley District Hospital to be relocated.

Leisure Centre (referred to as Policy 6 in the Submission Document)

Remains as the Preferred Option with the exception of:

- The alternative site for the relocation of the leisure centre is no longer specifically stated as being off the A47 proposed Earl Shilton Bypass.
- The policy only relates to the creation of a landmark development on the existing leisure centre site.

Rugby Road/Hawley Road (referred to as Policy 7 in the Submission Document)

Remains as the Preferred Option with the exception of:

- Instead of potential for the provision of a hotel at the junction of Rugby Road and Hawley Road, the policy refers to provision of a landmark building.
- The policy now includes the provision of active frontages to Hawley Road and Willow Bank Road, and public realm improvements in line with the Public Realm policy (Policy 12 of the AAP).
- The policy now states that a key requirement of the site is that there is retention of employment uses in line with HBBC's latest employment land and premises study.
- The number of residential units to be provided on the site is specified to be at least 30, and it is not specified that they will all face onto Willow Bank Road.
- The policy now states that a key requirement of the site is that there is provision of at least 400sq m of office/commercial floorspace, instead of commercial uses. It is not specified that all commercial uses will face onto Hawley Road.
- The policy now states that a key requirement of the site is that there is creation of a new street structure throughout instead of linking Willow Bank Road through to Hawley Road.

Railway Station/Southfield Road (referred to as Policy 8 in the Submission Document)

Remains as the Preferred Option with the exception of:

- The boundary of the site has been altered to exclude the area between Hawley Road and the railway line.
- The policy now includes public realm improvements in line with the Public Realm policy (Policy 12 of the AAP).
- The policy now specifies that at least 20 residential units, 6,000 sq m of commercial floorspace and 305 sq m of retail floorspace are provided.

Bus Station Site (referred to as Policy 9 in the Submission Document)

Remains as the Preferred Option with the exception of:

- The boundary of the site has been altered to exclude the car parking areas around Trinity Lane and east of Station Road.
- The policy now specifies that at least 19 residential units, 5,300 sq m of convenience retail floorspace (a supermarket), 9,000 sq m of comparison retail floorspace (upto 2026), and 4,000 sq m of office/commercial floorspace.
- It is no longer stated that Brunel Road will be maintained as a pedestrian and vehicular through route.

The AAP Submission Document included two further Development Site Policies in addition to the eight considered at Preferred Options: North Warwickshire and Hinckley College sites, and the Jarvis Porter site. In the Preferred Options document these two sites were identified as being considered for inclusion as part of the AAP; however these options were not developed until a later stage.

Policy 10: North Warwickshire and Hinckley College sites

- The key principle for the site is the retention and enhancement of the site's current importance to the local street scene.
- The key requirements of the site's redevelopment are:
 - Provision of at least 60 residential dwellings.

- Provision of landscaped frontages.
- Creation of an improved frontage to Queens Park, including active frontages to the park.
- Retention and re-use of existing high quality buildings where possible.
- Provision of landscaped open space.

Policy 11: Jarvis Porter

- Should the current planning application for the retail uses (a mixed used development comprising warehousing/storage units, retail warehousing and a drive through restaurant) on this site expire, the Council will seek to retain the site for employment uses to reflect its location outside of the retail core.

Further information made available by HBBC indicates that car parking will be provided for both the College sites and the Jarvis Porter site.

General Policies

In addition to the Development Site Policies, the Preferred Options document contained policies relating to public realm improvements (referred to as Policy 12 in the Submission Document), shopping areas (referred to as Policies 13-16 in the Submission Document), cycle routes and facilities (referred to as Policies 19 and 20 in the Submission Document), the railway station, bus routes and facilities, and car parking (referred to as Policy 21 in the Submission Document).

However, the Submission Document no longer contains the general policies relating to the railway station and bus routes and facilities. The remainder of the general policies, with the exception of some minor changes, have not significantly changed from the Preferred Option; however, in addition to these general policies, the Submission Document includes policies relating to the Druid Quarter, and transport infrastructure delivery and developer contributions.

Policy 17: Druid Quarter

This policy states that all development proposed within the boundary of the Druid Quarter will be required to be in conformity with the most recent:

- Druid Quarter Masterplan.
- Conservation Area Appraisal.

It should be noted that for the purposes of the SA the version of the Druid Quarter Masterplan assessed is 'The Druid Quarter Masterplan and Regeneration Strategy' (Latham Architects and Civil Regeneration Ltd, 2002). The version of the Conservation Area Appraisal assessed is 'The Druid Street Conservation Area' (HBBC, 2001).

Policy 18: Transport Infrastructure Delivery and Developer Contributions.

This policy states that developers will either make direct provision of infrastructure identified, or will contribute towards the overall provision of measures by way of providing contributions through Section 106 agreements.

Policy 17 (Druid Quarter) has now been appraised as part of SA; however, in relation to Policy 18 a separate SPD (Hinckley Town Centre Strategic Transport

Development Contributions) has been produced. This SPD has already undergone SA. It was not therefore considered necessary for a separate matrix to be produced as part of the AAP SA. The SA of the Hinckley Town Centre Strategic Transport Development Contributions SPD is available from HBBC.

Urban Design Policies

The Preferred Options document contained a number of 'statements of intent' regarding design principles for the AAP. These have now been formalised as Urban Design Policies within the Submission Document and have therefore been appraised as part of the SA.

The Urban Design Policies comprise the following:

- Policy 22: Character.
- Policy 23: Continuity and Enclosure.
- Policy 24: Quality of the Public Realm.
- Policy 25: Ease of Movement.
- Policy 26: Legibility.
- Policy 27: Adaptability.
- Policy 28: Diversity of Uses.
- Policy 29: Sustainability.
- Policy 30: Public Art.

The Proposed Submission AAP prepared by Hinckley and Bosworth Borough Council in October 2008 has been revised in response to comments made during consultation, the adoption of the Hinckley and Bosworth Core Strategy (December 2009) and subsequent additional research.

An Addendum to the SA Report sets out revisions to the SA, which, together with the Hinckley Town Centre AAP SA Report (WYG, October 2008) set out the environmental, social and economic effects which are anticipated to occur from the implementation of the revised AAP. The Addendum should be read alongside the Hinckley Town Centre AAP SA Report (WYG, October 2008).

The key significant revisions to the AAP are identified within Table 1 below. The table also identifies whether each revision is likely to result in significant effects and therefore whether additional SA is required.

Table 1: Key Revisions to the AAP

Key Revisions to the AAP	Requires revision of SA?
1. Spatial Objectives: minor wording changes to spatial objective 2	No
2. Stockwell Head (Policy 2): boundary of site changed to no longer include car park to north; aspirations of the site have changed slightly.	No
3. Atkins Site (Policy 3): slight boundary changes; aspirations of the site have changed to remove mention of residential development.	Yes- revision of matrix

4. Britannia Centre (Policy 4): boundary change to no longer include the area to the south of Castle Street; aspirations changed to reflect the boundary change.	Yes- revision of matrix.
5. Land North of Mount Road (Policy 5): boundary change to include an area in the north; aspirations of the site have changed.	Yes- revision of matrix.
6. Rugby Road / Hawley Road (Policy 7): boundary change to include an area in the north; aspirations have changed slightly.	No
7. Railway Station (Policy 8): boundary extended slightly to the east; aspirations have changed.	Yes- revision of matrix.
8. Bus Station (Policy 9): slight boundary change	No
9. College Site (Policy 10): site aspirations have changed	Yes- revision of matrix.
10. Floor space table added to give an indication of potential uses on the site	No
11. Public realm improvements slightly changed (Policy 11, previously Policy 12)	No
12. Addition of new policy: Existing Employment Sites (Policy 12a and 12b: Policy 12b, replaces previous Policy 11)	Yes- revision of matrix.
13. Addition of new policy: Green Space Allocations (Policy 13)	Yes- new matrix.
14. Addition of new policy: Community Facilities (Policy 14)	Yes- new matrix.
15. Retail policies: two general policies to replace previous four policies (Policies 15 and 16, replace Policies 13, 14, 15 and 16)	Yes- new matrices.
16. Transport policies: minor wording changes and removal of car parking Policy	No

17. Removal of Druid Quarter and Urban Design policies	No
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The revisions made to the October 2008 Proposed Submission AAP have resulted in revision of some of the Appraisal Matrices which were produced as part of the SA. The revised Appraisal Matrices are provided within Appendix B of the Addendum.

The revisions to the Proposed Submission AAP have not resulted in any major changes to the findings of the SA. The findings of the SA (as detailed within Section 8.3 of the 2008 SA Report) remain predominantly as presented, however references to deleted policies such as the Druid Quarter and the Urban Design Policies should be disregarded. The Urban Design Policies implemented many of the recommendations of the SA, (particularly the old Policy 29) therefore the removal of these means that it is important to consider other ways of implementing the recommendations of the SA (e.g. through other DPDs / SPDs).

The Addendum, presents a summary of the effects of the AAP policies against each of the SA objectives.

Monitoring and Implementation of the Plan

The implementation of the Hinckley Town Centre Area Action Plan must be monitored to ensure that unforeseen adverse effects are identified and acted upon. Monitoring should:

- Take an objective and target led approach.
- Determine whether the SA process has accurately predicted effects.
- Determine whether the AAP is contributing to achievement of the SA objectives.
- Determine whether mitigation measures are performing as desired.
- Identify adverse effects and determine whether remedial action is required.

It is not necessary to monitor everything, or conduct monitoring indefinitely. It should be noted that although monitoring features of the baseline may indicate the effects of the AAP, those features may also be open to effects beyond its influence. As such, indicators should be clearly linked to the SA process and in addition should enable the setting of targets that are within the scope of that which the AAP can achieve. This may involve focusing upon the potentially significant effects predicted during the SA process.

A list of general monitoring targets and indicators has been developed for the Hinckley and Bosworth LDF Core Strategy. These were developed with reference to the SA objectives, key sustainability issues and review of plans and programmes. The indicators were used as guidance only; and the Borough Council built upon/refined these targets and indicators to make them more specific to the AAP, in particular to account for its site specific nature. In developing monitoring the Borough Council utilised tools such as the Town Centre Monitor.