



Hinckley and Bosworth Borough Council

## Sustainability Appraisal Report

Ratby Village Design Statement  
Supplementary Planning Document

March 2009

# Sustainability Appraisal Report

Ratby Village Design Statement  
Supplementary Planning Document



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## ABBREVIATIONS

AAP	Area Action Plan
BAP	Biodiversity Action Plan BHM Balanced Housing Markets
BNAM	Basic Needs Assessment Model
BVPI	Best Value Performance Indicator
CABE	Commission for Architecture and the Built Environment
DEFRA	Department for Environment, Food and Rural Affairs
DPD	Development Plan Document
EAR	Economic Activity Rate
FIT	Fields In Trust
HBBC	Hinckley and Bosworth Borough Council
HER	Historic Environment Record

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HQI	Housing Quality Indicator
KS	Key Stage
LDF	Local Development Framework
LDS	Local Development Scheme
LNR	Local Nature Reserve
NAHP	National Affordable Housing Programme
NPFA	National Playing Fields Association
NVQ	National Vocation Qualification
ODPM	Office of the Deputy Prime Minister
PPS	Planning Policy Statement
RSL	Registered Social Landlord
RSPB	Royal Society for the Protection of Birds
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SPA	Special Protection Area
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems



## 0.0 NON-TECHNICALSUMMARY

### 0.1 Introduction

Hinckley and Bosworth Borough Council (HBBC), as the Local Planning Authority for Hinckley and Bosworth, is developing the Ratby Village Design Statement (VDS) Supplementary Planning Document (SPD). The SPD will set out the principles, design features and quality standards that should be adopted by those wishing to build, modify or extend property in the village of Ratby. In due course the SPD will be incorporated into the Local Development Framework (LDF) being developed by the Council to replace the existing Local Plan (Adopted 2001).

Sustainability Appraisal (SA) is a process by which plans under preparation can be assessed for sustainability. Under the Planning and Compulsory Purchase Act 2004 Local Planning Authorities must subject their LDFs to SA, thus promoting sustainable development by enabling communities to satisfy their basic needs and enjoy a better quality of life without compromising future generations. 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).

WYG has been commissioned by HBBC to undertake a combined SA and SEA of the Ratby VDS SPD. This combined approach is simply referred to as SA.

### 0.2 DevelopmentoftheSustainabilityAppraisalFramework

In 2005 WYG undertook Stage A (Scoping) of the SA of the HBBC LDF. This resulted in the production of a SA Scoping Report, including development of a SA framework for use in appraising the HBBC LDF documents.

The SA Scoping Report details the outcomes of the following activities:

- Review of plans and programmes of relevance to the HBBC LDF.
- Collation of social, economic and environmental baseline data.
- Identification of the social, economic and environmental situation in Hinckley and Bosworth Borough.
- Identification of key sustainability issues.
- Development of SA objectives.
- Consultation on the scope of the SA.

As the HBBC LDF documents are being prepared over a number of years the above activities were repeated in May 2007 and December 2008 to ensure that the scope of the SA remains up-to-date.

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## 0.3 Development and Sustainability Appraisal of the Ratby Village Design Statement Supplementary Planning Document.

The SA framework developed in Stage A was used to appraise the Ratby VDS SPD. The SA identified a number of likely social, environmental and economic effects associated with implementation of the SPD. Effects were identified as being of a beneficial, adverse or unknown nature.

Potential beneficial effects of the SPD include:

- Provision of housing that meets local needs.
- Improvements in health and wellbeing through increased participation in recreational activities.
- Improved road safety.
- Reductions in crime and anti-social behaviour.
- Protection and enhancement of the natural environment.
- Conservation of the character of Ratby, the setting of the archaeological features within it, and the rural landscape surrounding the village.
- Improvements in air quality and reductions in greenhouse gas emissions by encouraging people to walk or cycle instead of drive.
- Incorporation of environmentally sustainable designs.
- Use of previously developed land.
- Improved access to services.





## 1.0 INTRODUCTION

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Sustainability Appraisal (SA) is a process by which plans under preparation can be assessed for sustainability. Under the Planning and Compulsory Purchase Act 2004 Local Planning Authorities must subject their LDFs to SA, thus promoting sustainable development by enabling communities to satisfy their basic needs and enjoy a better quality of life without compromising future generations. 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 those that form a LDF.

WYG has been commissioned by HBBC to undertake a combined SA and SEA of the Ratby VDS SPD. This combined approach is simply referred to as SA throughout this SA Report.

This report has the following format:

**Chapter 0      Non Technical Summary**

Offers a non technical overview of the SA process and its findings.

**Chapter 1      Introduction**

**Chapter 2      Sustainability Appraisal Process**

Provides an overview of the SA process undertaken including details of the SA objectives used to appraise the SPD.

**Chapter 3      Background**

Details the background to the SPD.

**Chapter 4      Baseline and Key Issues**

Describes baseline conditions in relation to a series of social, economic and environmental parameters and outlines key sustainability issues that have been considered during the SA process.

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## Chapter 5 Effects of the Ratby Village Design Statement Supplementary Planning Document

Predicts the likely social, economic and environmental effects of the SPD and details recommendations to reduce adverse effects and maximise beneficial effects.

## Chapter 6 Implementation and Monitoring

Provides details on how the SPD will be implemented and proposals for monitoring its implementation.

Report Conditions are set out in Appendix A.



## 2.0 SUSTAINABILITY APPRAISAL PROCESS

### 2.1 Sustainability Appraisal Regulations and Guidance

Under the Planning and Compulsory Purchase Act 2004 Local Planning Authorities were required to undertake SA for all DPDs and Supplementary Planning Documents (SPDs) that make up a LDF.

Article 1 of the European Union (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 these Regulations Local Planning Authorities are required to undertake SEA for any planning documents setting a framework for future development consent where they are likely to have significant environmental effects. Such planning documents include DPDs and SPDs.

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 a joint approach is advocated in the Office of the Deputy Prime Minister (ODPM) guidance. For ease the combined SEA and SA process is simply referred to as SA throughout this SA Report.

The SA process undertaken by WYG has been developed in accordance with the following National and European guidance:

- Department of Health (2007) Draft Guidance on Health in Strategic Environmental Assessment.
- English Nature, Royal Society for the Protection of Birds (RSPB), Countryside Agency and Environment Agency (2004) Strategic Environmental Assessment and Biodiversity: Guidance for Practitioners.
- Environment Agency (2004) Strategic Environmental Assessment of External Plans and Programmes.
- Environment Agency (2007) Strategic Environmental Assessment and Climate Change Guidance Note.
- European Community (2001) Strategic Environmental Assessment and Integration of the Environment into Strategic Decision Making.
- ODPM (2005i) Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks: Guidance for Regional Planning Bodies and Local Planning Authorities.
- ODPM (2005ii) A Practical Guide to the Strategic Environmental Assessment Directive.
- RSPB (2007) Strategic Environmental Assessment – Learning From Practice.

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## 2.2 Sustainability Appraisal Process

The combined SA process will identify key social, economic and environmental issues associated with Hinckley and Bosworth Borough and how adoption of the SPD will influence them. It will help to ensure that significant adverse effects arising from the SPD are either avoided or mitigated. The process will also identify requirements (or indicators) for monitoring the implementation of the SPD following its adoption. Monitoring will identify any unforeseen impacts and inform the next revision or replacement.

Undertaking SA allows for the social, economic and environmental acceptability of the development options to be determined and thus taken into account in the decision making process. However it should be noted that whilst SA will inform the decision making process, the SPD may not always reflect the option that is considered most sustainable.

## 2.3 Sustainability Appraisal Stages

The SA process adopted by WYG for the SPD has been developed following current guidance produced by the ODPM (2005ii). It involves the following steps:

**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 SPD objectives against the SA objectives (WYG is unable to undertake a compatibility test as the SPD does not propose any specific objectives).
- B2: Developing and appraising the SPD options.
- B3: Predicting the likely effects of the draft SPD.
- B4: Evaluating the likely effects of the draft SPD.
- B5: Developing measures to mitigate adverse effects and maximise beneficial effects.
- B6: Developing measures to monitor the significant effects of the SPD.

**STAGE C**      **Preparing the Sustainability Appraisal Report**

- C1: Preparing the SA report.

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## STAGE D Consulting on the SPD and the Sustainability Appraisal Report

- D1: Public consultation on the draft SPD and the associated SA Report.
- D2: Appraising any significant changes to the SPD as a result of the SA and the public consultation.
- D3: Providing information on how the SA and consultation responses have been accounted for in preparing the SPD.

## STAGE E Monitoring implementation of the plan

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

### 2.3.1 StageA

WYG undertook Stage A (scoping) for the overall HBBC LDF process in 2005, and produced a Scoping Report (WYG, 2005) detailing the outcomes of Stage A, including the SA framework to be used in appraising LDF documents. Since the Scoping Report (WYG, 2005) was produced, WYG have undertaken a number of activities to ensure that Stage A for the HBBC LDF is up-to-date.

The following sections summarise the activities undertaken at Stage A and the outcomes of these activities.

#### Consultation(StageA5)

The following statutory and non-statutory consultees were contacted during March 2005 as part of the initial round of consultation for the overall Hinckley and Bosworth LDF SA, in conjunction with Blaby District Council and Oadby and Wigston Borough Council:

- 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

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- Transport 2000
- East Midlands Development Agency
- DEFRA Rural Development Service
- Forestry Commission
- Highways Agency
- Leicestershire and 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

Consultees were issued with a letter outlining the background to the Hinckley and Bosworth LDF and asked to complete a consultation questionnaire. The purpose of the consultation 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.

This consultation also provided an opportunity to get feedback and suggestions from consultees on the objectives to be used in the SA process.

Details of questionnaire consultation responses are provided in the SA Scoping Report (WYG, 2005).

Consultees who expressed an interest (on the questionnaire) in being involved in further rounds of consultation were invited to attend a consultation forum. The consultation forum was hosted jointly by HBBC, Oadby and Wigston Borough Council and Blaby District Council. It was held in Oadby on the 22<sup>nd</sup> April 2005 at the Brocks Hill Environment Centre.

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The following consultees attended:

- Environment Agency
- Highways Agency
- University of Leicester
- Transport 2000
- Leicestershire Constabulary
- Leicestershire County Council: Planning
- Leicestershire County Council: Education
- Leicestershire County Council: Historic and Natural Environment
- Hinckley and Bosworth Borough Council: Environment
- Hinckley and Bosworth Borough Council: Environmental Health
- Hinckley and Bosworth Council: Energy Conservation
- Hinckley and Bosworth Council: Housing
- Oadby and Wigston Borough Council: Environmental Health
- Oadby and Wigston Borough Council: Community Development
- Oadby and Wigston Borough Council: Development Control
- Blaby District Council: Housing
- Blaby District Council: Community Development

The consultation forum consisted of two sessions: a series of presentations on the SA process in the morning session, and two workshops to discuss the SA objectives in the afternoon session.

The first workshop was split into three groups: environmental, social, and economic. Each group discussed the objectives most relevant to their group 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?

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- 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?

Details of the outcomes of the consultation forum are provided in the SA Scoping Report (WYG, 2005).

As the Hinckley and Bosworth LDF documents are being prepared over a period of time it has been necessary to ensure that the SA framework is kept up-to-date. In May 2007 and December 2008 stages A1 to A4 were reviewed and updated to account for the passing of time. On both occasions a letter detailing the updating process was distributed to the various consultees listed above in order to gain further feedback and suggestions.

Consultee comments received following the May 2007 and December 2008 consultations are provided in full in Appendix D.

## LinkstoRelevantPlansandProgrammes(StageA1)

It is a requirement of the SEA Directive that an analysis of the plan's '...relationship with other relevant plans and programmes...' (Annex 1a of the SEA Directive) and of '...the environmental protection objectives...which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation...' (Annex 1e of the SEA Directive) is undertaken.

A review of plans and programmes of relevance to Hinckley and Bosworth was undertaken as part of the SA of the Hinckley and Bosworth LDF in 2005. The review can be found in Appendix D of the Scoping Report (WYG, 2005).

To ensure that the SA framework for the HBBC LDF was up-to-date for the Ratby VDS SPD, the following additional plans and programmes were reviewed:

- Hinckley and Bosworth Community Plan 2007-2012.
- Leicestershire Performance Framework (Leicestershire Local Area Agreement, 2008 and the Leicestershire Sustainable Community Strategy, 2008).

Key aims and objectives (including sustainability objectives) of each plan were identified and then the implications for the SPD were determined. The review of plans and programmes is provided in Appendix B. Key points arising from this review are that the SPD should:



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- Maximise opportunities for the provision of housing that meets the needs of the young and the elderly.
- Maximise opportunities to incorporate anti-crime / vandalism features into development to reduce the fear of crime and the potential for crime.
- Maximise opportunities to contribute towards the regeneration of the village through the redevelopment of previously developed land.
- Maximise opportunities for the provision of accessible greenspace as part of housing development, which can be used for social / recreation purposes.
- Maximise opportunities to protect and enhance wildlife and heritage within Ratby.
- Maximise opportunities to protect and enhance the urban character of Ratby.
- Maximise opportunities to reduce greenhouse gases by encouraging use of alternatives to the private car.
- Maximise opportunities to provide a safe and attractive place to work.
- Maximise opportunities to improve the health of the population.
- Maximise opportunities to improve service provision.

## Baseline and Key Sustainability Issues (Stage A2 and A3)

Baseline data was collated and reviewed in order to establish the baseline conditions and to help identify key sustainability issues as part of the SA of the Hinckley and Bosworth LDF in 2005. The baseline conditions provide the basis against which significant effects of the SPD can be predicted. To ensure that the SA framework for the HBBC LDF was up-to-date, this information has been updated. Chapter 4.0 of this SA Report summarises the current baseline and key sustainability issues for Hinckley and Bosworth Borough.

## Sustainability Appraisal Objectives (Stage A4)

At the end of Stage A of the SA of the Hinckley and Bosworth LDF SA objectives were developed. These objectives provide a basis against which to appraise Hinckley and Bosworth LDF documents, and cover social, environmental and economic issues.

The objectives used to appraise the SPD are listed in Table 2.1. The LDF SA objectives have been slightly amended following consultation (see the previous section). Consultee comments received following the March 2005 consultation can be found in the SA Scoping Report (WYG, 2005). Consultee comments received following the May 2007 and December 2008 consultations are provided in full in Appendix D of this report.

The SPD should aim to fulfil the SA objectives as this will allow it to be consistent with environmental regulations and high level sustainable development policies. However, there may be some objectives on which the SPD will have limited impact or which are in conflict with one another.

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Table 2.1 Sustainability Appraisal Objectives

SPD SA Objectives	Economic	Social	Environmental
1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services.			
2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services.			
3. To provide better opportunities for local people and tourists to access and understand local heritage.			
4. To improve access to and participation in cultural and leisure activities.			
5. To improve community safety, reduce the fear of crime and reduce anti-social behaviour, particularly in Hinckley Town Centre.			
6. 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.			
7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of Biodiversity Action Plan targets.			
8. To conserve and enhance the character, diversity and local distinctiveness of towns and villages in Hinckley and Bosworth Borough.			

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SPD SA Objectives	Economic	Social	Environmental
9. To preserve and enhance the character, appearance and setting of archaeological sites, historic buildings, conservation sites, historic parks and other cultural assets.			
11. To conserve and enhance woodland cover in the Borough, particularly in the National Forest area.			
12. To manage prudently water resources, improve water quality and protect the floodplain.			
13. To improve air quality particularly through reducing transport related pollutants.			
14. To manage prudently mineral resources and avoid / reduce pollution of land.			
15. To minimise energy use and develop renewable energy resources.			
16. To reduce greenhouse gas emissions to mitigate the rate of climate change.			
17. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.			
18. To improve access to education and training for children, young people and adult learners.			
19. To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local population, particularly in rural areas.			

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SPD SA Objectives	Economic	Social	Environmental
20. To help farmers diversify their agricultural activities or venture into new rural businesses. To help other rural businesses diversify their activities.			
21. To optimise the use of previously developed land, buildings and existing infrastructure.			
22. To promote and ensure high standards of sustainable design and construction.			
23. To minimise waste and to increase the re-use and recycling of waste materials.			
24. To improve access to services, particularly for the rural population, those without a car and for disabled, elderly and deprived people.			
25. To encourage and develop the use of public transport, cycling and walking as alternatives to the private car.			

## 2.3.2 StagesBandC

The processes and outcome of Stage B are detailed in Chapter 5.0. The outcome of Stage C1 is this SA Report.

## 2.4 StrategicEnvironmentalAssessmentDirectiveCompliance

This SA Report incorporates the requirements for an Environmental Report as set out in the SEA Directive (Annex I). Table 2.2 summarises the requirements of the SEA Directive, identifies how the requirements have been met and where these are located in the SA Report.

Table 2.2 Strategic Environmental Assessment Directive Compliance

Requirement of SEA Directive	Where detailed in this SA Report
a) An outline of the contents, main objectives of the plan... ...and its relationship with other relevant plans	Section 3.3 of the SA Report.  Plans and programmes reviewed during

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Requirement of SEA Directive	Where detailed in this SA Report
and programmes.	development of the SA framework are provided in the separate Scoping Report.  Additional plans and programmes reviewed are provided in Appendix B. A summary of the key points arising from this review is provided in Section 2.3.1.
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan.	Section 4.0 of the SA Report.
c) The environmental characteristics of areas likely to be significantly affected.	Section 4.0 of the SA Report.
d) The environmental problems which are relevant to the plan including, in particular those relating to any areas of a particular environmental importance.	Section 4.0 of the SA Report.
e) Any existing environmental protection objectives which are relevant to the plan...  ...and the way those objectives and any environmental considerations have been taken into account during its preparation.	Section 2.3.1 and Appendix B of the SA Report.  Environmental objectives of relevance to the SPD are also provided in the separate Scoping Report.
f) The likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.	Section 5.3 and Appendix E of the SA Report.
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Section 5.4 and Appendix E of the SA Report.
h) An outline for the reasons for selecting the alternatives dealt with...  ...and a description of how the assessment was undertaken including any difficulties	Sections 5.3.1 and 5.2.2 of the SA Report.

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Requirement of SEA Directive	Where detailed in this SA Report
encountered in compiling the required information.	
i) A description of the measures envisaged concerning monitoring in accordance with Article 10 of the SEA Directive.	Section 6.0 and Appendix F of the SA Report.
j) A non-technical summary of the information provided under the above headings.	Section 0.0 of the SA Report.



## 3.0 BACKGROUND

### 3.1 StudyArea

Hinckley and Bosworth Borough is located in west Leicestershire. It is situated between the western fringe of Leicester to the east and Warwickshire to the west. The M1 motorway runs partially along the north-eastern edge of the Borough while the M69 motorway runs partially along the south-eastern edge. Figure 1 shows the location of the Borough in relation to adjacent Council administrations.

Hinckley and Bosworth Borough covers an area of 29,700 hectares and has a population of approximately 102,200 people. Rural and agricultural land use accounts for approximately 92% of the Borough. The remaining 8% comprises villages and urban areas. The main settlements are the towns of Hinckley, Earl Shilton, Burbage and Barwell. The western half of the Borough has socio-economic links with the cities of Coventry and Birmingham.

The village of Ratby is found in the north east of Hinckley and Bosworth Borough, as shown in Figure 1. Ratby lies within Ratby, Bagworth and Thornton Ward (see Figure 2).

### 3.2 HinckleyandBosworthLocalDevelopmentFramework

Fundamental changes to the planning system have been introduced through the Planning and Compulsory Purchase Act (2004). This requires HBBC to adopt a LDF in place of their existing Local Plan. The LDF will set out guidelines for the development of Hinckley and Bosworth Borough. In the transitional period the Local Plan will retain development plan status until the policies within it are superseded by those within the LDF documents.

Planning Policy Statement (PPS) 12 sets out the new LDF process. It requires Local Planning Authorities to adopt a spatial planning approach. The LDF will not be restricted solely to land use issues, such as identifying where new houses, employment, retail and leisure facilities should be located, but it will go beyond traditional land use planning by integrating policies for development with policies that influence the nature of places and how they function.

The Hinckley and Bosworth LDF will comprise a number of DPDs which will have statutory status. The proposals and policies set out in these will guide planning decisions. The LDF will also comprise a number of SPDs which are non-statutory documents prepared to support the delivery of major development sites or complex policy areas.

The Hinckley and Bosworth Local Development Scheme (LDS) outlines HBBC's timetable and programme management details for the preparation of the LDF. The 2007-10 LDS is the second LDS that the council has produced. HBBC have also produced a Statement of Community Involvement which was adopted in November 2006. This document sets out the standards to



which HBBC will engage and consult the public and other stakeholders during the production of the LDF and when dealing with planning applications.

DPDs yet to be adopted include the Site Allocations and Generic Development Control Policies DPD, the Core Strategy DPD and the Hinckley Town Centre Area Action Plan (AAP) DPD.

A number of SPDs have already been adopted. These include Shopping and Shop Fronts (adopted October 2007), Affordable Housing (adopted April 2008), Sustainable Design (adopted April 2008), and Play and Open Space (adopted September 2008). The Hinckley Town Centre Strategic Developer Contributions SPD and the Ratby Village Design Statement SPD have yet to be adopted.

The East Midlands Regional Spatial Strategy (RSS) was produced by the Government Office of the East Midlands in 2005. A review of the RSS was undertaken in 2006, and consultation on a partial review commenced in October. The RSS will also form part of the statutory development plan for Hinckley and Bosworth Borough.

### 3.3 Ratby Village Design Statement Supplementary Planning Document

The Ratby VDS SPD will set out the principles, design features and quality standards that should be adopted by those wishing to build, modify or extend property in the village of Ratby. The SPD will provide local guidance to supplement Policy BE1 (Design and Siting of Development) of the Local Plan (HBBC, Adopted 2001), and generic development control policies DSC1 (Development Design) and ENV3 (Landscape Character Areas) of the Site Allocations and Generic Development Control Policies DPD when it is adopted. These policies can be found in Appendix G.

It should be noted that the VDS does not determine the location of development; this is the duty of the Local Plan (HBBC, Adopted 2001) and once adopted, the Core Strategy and the Site Allocations and Generic Development Control Policies DPD. Instead it aims to help manage change and development if and when it occurs.

The Ratby VDS SPD comprises five sections relating to different qualities of the village. Each section includes a number of guidelines intended to ensure that any development does not adversely impact upon each of these qualities.

#### 1. The Village Context

This section contains guidelines 1-6 of how development should help to preserve the context of the village by considering the setting of historical features.

#### 2. Landscape Setting and Wildlife

This section contains guidelines 7-14 of how development in Ratby should retain its landscape character by considering the designated green wedge to the south and east of the village, by preserving views to and from Ratby Parish Church and by prioritising the use of brownfield land



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over greenfield land. The guidelines also relate to preservation and enhancement of the natural environment, for example, by protecting green wildlife corridors, areas of woodland and hedge lined pasture, and watercourses.

### 3. Green Spaces, Hedges, Walls and Fences

This section contains guidelines 15-20 of how development should protect public recreational spaces, incorporate boundary hedges and tree planting, and ensure that boundary treatments have regard to their context. In addition, recreational and childrens' play areas should be highly visible, well-lit and secured at night to counteract vandalism and anti-social behaviour.

### 4. Highways, Traffic and Footpaths

This section contains guidelines 21-30 of how development should ensure that road signs and street furniture are consistent with the character of the village and do not cause clutter, that parking provision for new development is adequate, that traffic calming measures are appropriately implemented, and that footpaths and cycle paths are safe and well-maintained.

### 5. Settlement Pattern

This section contains guidelines 31-43 which provide general guidance for the design of buildings. These include aspects relating to size of buildings, building materials, boundary and landscaping treatments, significant visual aspects of the landscape (for example large gardens, mature trees, hedge lines etc.), environmentally sustainable designs, and anti-crime / vandalism features.

In addition to these 13 general guidelines, section 5 incorporates specific design guidance depending on the location of development within the village. For these purposes, the village has been separated into four zones:

- Zone A: The Central Conservation Area (medieval to present): Guidelines 44-60
- Zone B: Station Road and its environs to the south (19<sup>th</sup> / 20<sup>th</sup> Century): Guidelines 61-76
- Zone C: Stamford Street, Markfield Road, Groby Road, Charnwood Estate (late 19<sup>th</sup> / 20<sup>th</sup> Century): Guidelines 77-98
- Zone D: Church Farm Estate to the east (late 20<sup>th</sup> / 21<sup>st</sup> Century): Guidelines 99-109

Full details of all the guidelines within the Ratby VDS SPD can be found in Appendix G.



## 4.0 BASELINEANDKEYISSUES

### 4.1 Introduction

The SEA Directive requires the “...current state of the environment...” (Annex 1b of the SEA Directive) and the “environmental characteristics of areas likely to be significantly affected...” (Annex 1c of the SEA Directive) to be identified.

This chapter provides a broad overview of the social, economic and environmental features of Hinckley and Bosworth Borough and parts of adjacent authorities which have environmental and socio-economic links with the Borough. Figure 1 shows the location of Hinckley and Bosworth Borough in relation to other administrative areas. The village of Ratby is found in the north east of Hinckley and Bosworth Borough, as shown in Figure 1. Ratby lies within Ratby, Bagworth and Thornton Ward (as shown in Figure 2) and incorporates the lower Super Output Areas (SOA) of 003B, 003C and 003D.

The following social, economic and environmental parameters have been considered:

#### Socio-Economic

- Local Economy and Employment.
- Population.
- Deprivation.
- Crime.
- Health.
- Education.
- Housing.
- Traffic and Transport.
- Tourism, Leisure and Recreation.

#### Environmental

- Water Environment.
- Biodiversity and Nature Conservation.
- Landscape and Visual Amenity.
- Geology and Soils.
- Waste Management.
- Cultural Heritage and Archaeology.
- Noise.
- Air Quality.
- Climate Change.

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Baseline data for Hinckley and Bosworth Borough is also provided in the SA Scoping Report for the SA of the Hinckley and Bosworth LDF produced by WYG in 2005. Baseline data presented in this SA Report has been updated to reflect the current situation.

## 4.2 Socio-Economic Baseline

This section sets out the existing situation in Hinckley and Bosworth Borough with regards to economy, employment, population, deprivation, crime, health, education, housing, traffic and transport, walking and cycling, leisure and recreation and access to services. The socio-economic baseline has been established with reference to:

- National Statistics website ([www.statistics.gov.uk](http://www.statistics.gov.uk)).
- NOMIS - Official Labour Statistics ([www.nomisweb.co.uk](http://www.nomisweb.co.uk)).
- Government Office for the East Midlands
- The Sustainable Development Unit
- The Department for Communities and Local Government
- The Hinckley and Bosworth Corporate Performance Plan 2006 – 2011.
- The Land Registry ([www.landregistry.gov.uk](http://www.landregistry.gov.uk)).
- The National Land Use Database
- DEFRA ([www.defra.gov.uk](http://www.defra.gov.uk)).
- Leicestershire County Council ([www.leics.gov.uk](http://www.leics.gov.uk)).
- Hinckley and Bosworth Borough Council Affordable Housing Supplementary Planning Document (April 2007).
- Hinckley and Bosworth Housing Strategy 2005-2008.
- Hinckley and Bosworth Housing Needs Study (2004).
- Hinckley Town Centre Renaissance Masterplan (May 2006).
- Leicestershire Economic Partnership (2006) Hinckley and Bosworth Borough Profile – Leicestershire Economic Baseline Study.
- Hinckley and Bosworth Borough Economic Study (2002).
- Hinckley and Bosworth Borough Economic Development Strategy.
- Hinckley and Bosworth Crime, Disorder and Drug Strategy 2005-2008.
- Department of Health Community Health Profiles
- Hinckley and Bosworth Community Plan 2007-2012.
- Leicestershire Community Strategy.
- Leicestershire Rural Strategy (Draft) 2007-2014.
- Fields In Trust ([www.npfa.co.uk](http://www.npfa.co.uk)).
- Hinckley and Bosworth Green Space Strategy.
- Hinckley and Bosworth Borough Council (2009). Ratby Village Design Statement Supplementary Planning Document.
- Travel Search (<http://www.carlberry.co.uk/rfnshowl.asp?L1=RAT003>).
- Hinckley and Bosworth Ratby Conservation Area (2007).

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## 4.2.1 Local Economy and Employment

In the past the main industry in Hinckley and Bosworth has predominantly been manufacturing with textile clothing, footwear and mechanical engineering sectors.

According to the Hinckley and Bosworth Borough Profile – Leicestershire Economic Baseline Study (Leicestershire Economic Partnership, 2006), in 2004, the largest employment sectors in Hinckley and Bosworth were manufacturing (26.1%), distribution, hotels and restaurants (26.1%) and financial and business services (15.0%). In May 2006, the largest employer in the Borough was Tesco Stores Limited, which has a distribution site employing over 1,000 people. Transco, MIRA and Triumph Motorcycles are also major employers in the Borough.

Geographically, the urban area in the south accounts for much of the manufacturing but also distribution. The east has limited employment and there is significant commuting into Leicester, the west is rural and based mainly upon agriculture and a limited amount of manufacturing. While the north is the former coal mining area, which has declined economically since the early 1980s.

The proportion of people working in the manufacturing sector in Hinckley and Bosworth is considerably higher than the county (19.0%) and national averages (11.9%) with significant numbers of manufacturing jobs still found in the traditional textile, hosiery, clothing, footwear and mechanical engineering sectors. In Ratby the main employers in 2008 were Geary's the Bakers, Cawrey Homes and Benlowe Windows. Most new businesses in Ratby are now home based (HBBC, 2009).

Employment percentages by industry sector reinforce the image of Hinckley and Bosworth's reliance on manufacturing as compared to the wider region. The Borough remains underrepresented in growth sectors such as public administration, education and health and financial and business services relative to the county, regional and national averages. Similarly, the development of knowledge sectors in the Borough has not been as strong as the county and considerably weaker than the national picture. Such sectors employ high proportions of graduate labour and are capable of sustaining local competitive advantage. Hinckley and Bosworth is therefore considered to be at a disadvantage compared to other areas of the county. In 2004, only 1.0% of employees were employed in high technology manufacturing in the Borough, compared to 2.0% in Leicestershire and 1.9% in Great Britain.

In 2004, the business registration rate in Hinckley and Bosworth was 51.5 (number of business start ups per 1,000 people working age population) compared to 48.6 in Leicestershire, 43.4 in the East Midlands and 46.3 in Great Britain. Between 2000 and 2004 the number of businesses grew by 6.1% in the Borough, which is above the proportionate change for Leicestershire, the East Midlands and Great Britain. However, the proportion of business start ups in the financial and business service sector in Hinckley and Bosworth was slightly below the county and national averages, which is reflected in the employment sectors statistics for the Borough.

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During the period 2004-2005, the employment rate for Hinckley and Bosworth was 79.7% respectively, compared to 76.1% in the East Midlands and 75.1% in England as a whole. However, long term unemployment is higher than most other Districts / Boroughs. According to the Leicestershire Economic Baseline Study (2006), since 2000 employment in Hinckley and Bosworth has decreased by 3.7% (1,500 jobs). This was compared to an 8.8% increase in the county and a 3.2% increase nationally.

In 2004-2005 the Economic Activity Rate (EAR) (% of working age population) for Hinckley and Bosworth in 2004-2005 was 83.4%. The EAR for the Borough saw a reduction of 1.7% from the previous year (2003-2004), but compares favourably with the EAR for the East Midlands (79.5%) and England as a whole (78.8%).

The average gross weekly pay for full time workers in the Borough is below both county and national averages. During 2004-2005 the average gross weekly pay for full time workers in the Borough was £506.30, compared to £528.4 in Leicestershire and £548 in England respectively. Similarly, the average gross weekly pay for part time workers is lower than that of Leicestershire, with the average gross weekly pay being £174.20 in the Borough in 2004-2005, compared to £176.40 in Leicestershire. The average gross weekly pay for part time workers in the Borough is, however, higher than the national average of £172.50 for the same period respectively.

In Ratby, Bagworth and Thornton Ward, in 2001, the highest proportion of workers (15.9%) were employed as managers or senior officials. Administrative and secretarial workers, skilled trade workers, associate professional and technical workers and process plant and machines operatives accounted for the next highest proportions of workers (15%, 14.6%, 11.8% and 11% respectively).

## 4.2.2 Population

According to the 2005 mid-year population estimates, the population of Hinckley and Bosworth was 102,200 people. This represents an estimated 4.4% increase since 1994, compared to an increase of 6.4% in Leicestershire. The population of Ratby, Bagworth and Thornton Ward was estimated at 6,412 in the 2005 mid-year population estimates. This represents an estimated 3.3% increase since 1994, lower than both Hinckley and Bosworth and Leicestershire increases. Providing that current population trends continue, the Leicestershire Economic Baseline Study (2006) estimates that the number of people living in the Borough will increase by 11.5% over the next 30 years, compared to a forecast increase of 15.2% in the county.

The population density (persons per hectare) of Hinckley and Bosworth was 3.37 in 2001, compared to 2.93 in Leicestershire, 2.67 in the East Midlands and 3.77 in England (see ONS, UV02). The population density of Ratby, Bagworth and Thornton Ward was 2.17 in 2001, lower than the figures for Hinckley and Bosworth, Leicestershire, the East Midlands and England as a whole. To give an indication of population densities within Ratby, lower SOA 003B had a population density of 4.62, lower SOA 003C had a population density of 2.55 and lower SOA 003D

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had a population density of 11.0. The variations within the densities of the lower SOAs represent the degree to which each of the lower SOAs incorporate built up areas and the size of the areas. Each lower SOA area incorporates approximately a third of the built up area of Ratby; however, the area of lower SOA 003D is significantly smaller than the other two lower SOAs, therefore accounting for its higher population density.

Compared to the county, region and national averages, Hinckley and Bosworth has a higher proportion of the population aged above retirement age and a lower proportion of people aged less than 15 years. In 2005 there were a lower proportion of people aged 0-4 years (5.4%), 5-14 years (11.6%) and 15-19 years (6.1%) in Hinckley and Bosworth, and higher proportions of people aged 45-64 years (28.1%) and 65 years and over (16.7%). Hinckley and Bosworth's demographic profile is predicted to alter in line with national forecasts, with strong growth in the retired population.

In 2005 in Ratby, Bagworth and Thornton Ward, the proportion of people aged 0-4 years was 6.7%, 5-14 years was 12.1%, and 15-19 years was 6.4%. Those aged between 45-64 accounted for 25.5%, and those 65 years and over for 14.8%.

The ethnic diversity of the Borough is limited, with the vast majority of the population being classed as 'White British' (see ONS, KS06). In 2001, 97.93% of the population of the Borough were 'White British', compared to 94.71% in Leicestershire, 93.49% in the East Midlands and 86.99% in England as a whole. The next most dominant ethnic group in the Borough, as measured in the 2001 Census, were the 'Asian or Asian British'.

In Ratby, Bagworth and Thornton Ward, 96.47% of the population were classed as 'White British', higher than the figures for the Borough, Leicestershire, the East Midlands and England as a whole. The next most dominant ethnic group in the Ward as measured in the 2001 Census, were 'White: Other White'.

## 4.2.3 Deprivation

The Department for Communities and Local Government (DCLG, formerly the ODPM) produce the Indices of Deprivation to identify areas of social and economic deprivation in England. The Index of Multiple Deprivation incorporates various measures of deprivation including income, employment, health, education, barriers to housing, living environment and crime. The Indices are produced at local authority, ward and Super Output Area levels. The lower the rank/percentile the more deprived the area is.

Hinckley and Bosworth is ranked 278 out of 374 Local Authorities nationally (74<sup>th</sup> percentile) in the Index of Multiple Deprivation (Rank of Average Score). This indicates that the Borough as a whole is significantly less deprived in comparison to the majority of other Districts / Boroughs in England. Within Leicestershire, Hinckley and Bosworth is the third most deprived District / Borough.

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To give an indication of deprivation levels in Ratby, lower SOA 003B is ranked 26,713 out of 32,482 SOAs nationally (82<sup>nd</sup> percentile). Lower SOA 003C is ranked 17,451 out of 32,482 (54<sup>th</sup> percentile) and lower SOA 003D is ranked 28,957 out of 32,482 SOAs nationally (89<sup>th</sup> percentile).

These figures show that deprivation does vary across the Borough and there are pockets of much higher deprivation in certain areas. Lack of skills, low incomes, crime and a poor environment variously affect parts of the urban areas and the former coalfield. In contrast, isolation from local services is an issue in the rural areas, especially parts of the more sparsely populated west of the Borough.

## 4.2.4 Crime

Crime in Hinckley and Bosworth Borough is significantly below the national average. The overall crime rate (British Crime Survey Comparator) in Hinckley and Bosworth Borough was 43.5 in 2005, compared to 63.3 in the East Midlands and 62.7 in England as a whole. The overall crime rate was, however, higher than that for Leicestershire (42.7) in 2005.

In 2005 the burglary rate (offences per 1,000 households) in Hinckley and Bosworth Borough was 11.4, which was below the regional and national rates of 14.8 and 13.8. However, the burglary rate for the Borough was slightly above the county rate (10.8) and has increased by 0.2 since the previous year.

Robbery rates (offences per 1,000 people) for Hinckley and Bosworth Borough were significantly below the regional and national rates for the period 2003-2005. In 2005 the robbery rate in the Borough was 0.4, compared to 1.3 in the East Midlands and 1.9 in England as a whole respectively.

Data for 'Violence against the Person' and 'Theft of a Motor Vehicle' (offences per 1,000 population) for the period 2000-2001 in the Hinckley and Bosworth Borough were both below the national rates; although it is important to note that the 'Theft of a Motor Vehicle' rate in 2000-2001 was higher in the Hinckley and Bosworth Borough than over the East Midlands region.

A Crime Disorder and Drugs Audit was undertaken by Leicestershire County Council in 2005. According to the findings of the audit, domestic violence, racist incidents and criminal damage account for the highest volume of crime in Hinckley and Bosworth Borough (39% of all crime in the Borough). Vehicle crime has also increased over the last 3 years but remains lower than it was in the late 1990's. Youth nuisance, burglary and drug abuse were also identified as being of concern.

## 4.2.5 Health

In the 2001 Census, 69.65% of the population of Ratby, Bagworth and Thornton Ward described their health as good, compared to 69.41% of the population of Hinckley and Bosworth, 67.58% in the East Midlands and 68.76% in England as a whole. Similarly, the life expectancy for both males and females in 2002 and 2003 were above both the regional and national averages. There is,

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however, a 5 year gap between female life expectancy in the fifth most and least deprived areas within Hinckley and Bosworth.

In 2004 the mortality rate due to circulatory diseases (per 100,000 population of those under 75) in the Borough was 75.4, which is significantly lower than mortality rates in Leicestershire (76.0), the East Midlands (91.4) and England as a whole (90.5). The mortality rate due to circulatory diseases has also decreased by 8.8 since 2002, which is in line with the reduction seen over the same period at the county, regional and national scales.

Similarly, the mortality rate due to cancer (per 1,000 population of those under 75) for Hinckley and Bosworth Borough is below the county, regional and national rates. However, whilst the cancer mortality rate for the Borough is lower than the national average, the mortality rate has increased from 96.9 in 2002 to 107.2 in 2004.

According to the 2007 Health Profile for Hinckley and Bosworth death rates from smoking and early death rates from heart disease and strokes are lower than the national average. Teenage pregnancy rates are also low compared to the national average. However, it is estimated that 1 in 4 adults are obese in Hinckley and Bosworth Borough, which is above the national average. Tobacco control, physical activity, food and health, accidents, sexual health, mental health and well being have been identified as priorities for the Borough.

## 4.2.6 Education

Leicestershire County Council is the Local Education Authority for Hinckley and Bosworth. Generally education and academic achievement for children in the Borough is good when compared to regional and national averages. Throughout the period 2003-2005, 100% of pupils achieved 5 or more GCSEs at grades A\* to C (or equivalent). Similarly, a high percentage of 11 year olds achieved Level 4 or above in Key Stage (KS) 2 Maths and English and a high percentage of 14 year olds achieved Level 5 or above in KS 3 Maths and English in the Borough. There are, however, significant disparities in learning levels at ward level, with wards such as Bagworth and Earl Shilton ranked amongst the top 20% of wards in the country in terms of educational disadvantage.

In terms of adult education, in 2003-2004, the percentage of the working age population educated to at least National Vocational Qualification (NVQ) Level 3 in Hinckley and Bosworth Borough was 16.3%. This figure is slightly below that of Leicestershire (17.6%) and the East Midlands (16.4%), but greater than that for England as a whole (15.2%). The percentage of the working age population educated to at least NVQ Level 1 and NVQ level 2 were both above the county, regional and national averages. Hinckley College is the Borough's one centre for further education, providing valuable training in emerging industries such as creative design and logistics.

Fewer people in Hinckley and Bosworth have trade apprenticeships, in comparison to Leicestershire, the East Midlands and England as a whole. In 2003-2004 only 9.5% of the working age population of the Borough had trade apprenticeships, compared to 10.5% in Leicestershire,



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12.2% in the East Midlands and 10.5 in England as a whole. The percentage of the working age population with trade apprenticeships has also fallen from 12.7% in 2002-2003, to 9.5% in 2003-2004. Leicestershire, the East Midlands and England as a whole however, have an experienced an increase over this period.

In 2001 (see ONS, KS13), 32.33% of the working age population of Ratby, Bagworth and Thornton Ward had no qualifications, compared to 30.86% in Hinckley and Bosworth, 28.21% in Leicestershire, 31.64 in the East Midlands and 28.85% in England as a whole.

## 4.2.7 Housing

The main settlements in Hinckley and Bosworth are the towns of Hinckley, Earl Shilton, Burbage and Barwell in the south west of the Borough. Over 60% of the population of the Borough lives in these urban areas. A further 19% live in the north eastern parishes close to the City of Leicester (Groby, Markfield, Ratby and Desford). The remaining 20% live in 17 rural parishes, only one of which has a population of more than 3,000.

Within Ratby there has been a significant expansion in the amount of housing over the last 30 years. A number of old factory sites including Wolsey and Matrix, and the former premises of Astill and Jordan's Bus Company have been redeveloped for housing. Other brownfield sites in Park Road, Stamford Street and Whittington Drive also now contain housing (HBBC, 2009).

In 2004 the dwelling stock in Hinckley and Bosworth was 43, 623 properties. Of these, 76.5% are houses, 16% are bungalows, 7% are flats or maisonettes and 0.5% are mobile homes. The proportion of flats is lower than for the East Midlands (10%) and well below the 19% of flats nationally. In terms of property size there is a very low proportion of one bedroom properties, just 6%, with a quarter having 2 bedrooms, almost half (47%) having 3 bedrooms and the remaining 22% having 4 or more.

The tenure pattern in Hinckley and Bosworth also differs significantly from the national and regional picture (See ONS, KS18). In 2001, 82% of housing in the Borough was owner occupied (owned outright or with a mortgage / loan), compared to 80% in Leicestershire, 71.6% in the East Midlands and 68% in England as a whole. In Ratby, Bagworth and Thornton Ward, the figure was 79.2%, slightly lower than the Borough and Leicestershire, but higher than the figures for the East Midlands and England.

Conversely, the percentage of households renting from the council / housing association in Hinckley and Bosworth in 2001 was 10.6%, which is lower than the county (11%), regional (17.5%) and national averages (19.3%). In Ratby, Bagworth and Thornton Ward, the figure was slightly higher than that for the Borough, but less than the regional and national averages, being 13.88%.

Generally, the condition of the housing stock in the Borough is good in comparison to the regional and national averages. In 2005, the percentage of the total dwelling stock that was classified as

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being unfit in Hinckley and Bosworth was 2.1%, compared to 3.7% in the East Midlands and 4.4% in England. In 2005 0% of local authority dwellings in the Borough were classified as unfit, compared to 1.7% in the East Midlands and 3.8% in England. The percentage of total owner occupied and private rented dwellings in the Borough classified as unfit in 2005 was 2.3%, compared to 4.8% in the East Midlands and 4.9% in England as a whole. Data relating to the condition of housing stock in Ratby, Bagworth and Thornton Ward was not available.

On a scale of 1 to 120 private housing stock in Hinckley and Bosworth achieved an average of 50 for energy efficiency in 2004. This is better than the national average (35) but still leaves notable room for improvement. There are an estimated 7,100 households who could be experiencing, or at risk from, fuel poverty.

In the first quarter of 2008, the median property price in Hinckley and Bosworth was £152,000. This is lower than the figure for Leicestershire (£157,500) and England as a whole (£175,000), but higher than the figure for the East Midlands (£138,000).

Local variations within the Borough are typified by five housing sub-markets: Central Hinckley; Outer Hinckley; Barwell / Earl Shilton; Rural North East; and Rural West.

Rural West and Outer Hinckley are the most expensive areas and Barwell / Earl Shilton is the cheapest. Housing is more expensive in the rural areas, with a high demand for all types, sizes, locations and prices of property.

The Leicester and Leicestershire Strategic Housing Market Assessment (2008) was a study jointly commissioned by the following authorities: Leicester City Council, Blaby District Council, Charnwood Borough Council, Harborough District Council, Hinckley and Bosworth Borough Council, Melton Borough Council, North West Leicestershire District Council and Oadby and Wigston Borough Council.

The study found that, in principle, almost two thirds of all new houses planned to be built in Leicester and Leicestershire over the next seven years would need to be forms of affordable housing to meet the needs of those who cannot afford open market costs, based on housing market conditions in 2007 / 2008. The study estimated the total need for additional affordable housing above current levels of supply at some 2,700 a year, at least 250 of which are required in rural areas, up to 2016.

According to the Leicester and Leicestershire Strategic Housing Market Assessment (2008), homelessness levels have fallen over recent years, mainly due to prevention policies and not to improvement in the underlying housing causes. These policies may also have deterred and deflected some applications as homeless. The study states that within the whole Housing Market Assessment (HMA), homelessness has reduced by 55% since 2002 / 2003.



## 4.2.8 Traffic and Transport

### Road Network

In strategic terms Hinckley and Bosworth Borough has reasonable links to core national and regional networks. The M69 skirts the south eastern edge of the Borough, the M1 runs through the north east of the Borough and the M42 runs parallel to the Borough's western boundary.

The local highway network within the Borough is dominated by the A447, A47 and A444 which provide the main north south linkages, with the M69 part of the national highway network, providing a link to Leicester in the north east and Coventry and Nuneaton to the south west. The A5 runs along the southern boundary of the Borough, and is also an important link in the national trunk road network. Accessibility to the strategic road network is good from many areas although access is limited from some isolated rural areas.

The village of Ratby is found in the north-east of Hinckley and Bosworth Borough, located mid-way between junctions 21 and 22 of the M1. The main access to the village is from the B5380 via the A46 or the A47.

The most heavily used road in Ratby is Station Road / Main Street. Most retail outlets are site here (including the Post Office, a pharmacy, the Co-op, newsagent, bakery, fish and chip shop, two pubs etc) as well as the village Primary School, the Village Hall and the County Library). Parking along the road causes congestion. There are two main feeder roads, both from the west: Markfield Road and Desford Lane. Other roads that experience congestion within the village include Chapel Lane (one way), Stamford Street, and Park Road (HBBC, 2009).

A number of traffic calming measures were introduced into the village in 2005 (HBBC, 2009). These include speed tables and cushions along Main Street, Station Road, Dane Hill, Ferndale Drive, Nicholas Drive, Tyler Road and Taverner Drive.

### Private Car Use

Car ownership in Hinckley and Bosworth is high. In 2001, according to the ONS (KS17) 83.26% of households in the Borough owned at least one car or van; a higher rate than Leicestershire (83.19%), The East Midlands (83.19%) and England as a whole (73.16%). In Ratby, Bagworth and Thornton Ward, 83.8% of households owned at least one car or van.

The rural nature of Hinckley and Bosworth, and the relatively good access to major road routes, means that more people tend to use cars than other forms of transport. In 2001, according to the ONS (KS15), 66% of working residents drove a car or van to work in Hinckley and Bosworth Borough, compared to 64.6% in Leicestershire, 60.4% in the East Midlands and 54.9% in England as a whole. In Ratby, Bagworth and Thornton Ward, 67.2% drove a car or van to work.

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Data for Hinckley and Bosworth indicates that road safety in the Borough is good. In 2005, the road accident casualty rate (people killed or seriously injured per 1,000 population) was 0.5. This figure was the same as that seen in Leicestershire as a whole, and was below the figures seen at the regional (0.6) and national (0.6) scales. This rate remained approximately stable over the period 2003-2005, in line with the figures for the same period seen at the county, regional and national scales. Similarly, in 2005 the road accident casualty rate (children killed or seriously injured per 1,000 population) for Hinckley and Bosworth Borough was 0.2, this being the same as that for the county of Leicestershire, and below that for the East Midlands (0.4) and England (0.3).

However, despite road safety being good in Hinckley and Bosworth Borough, certain parts of the Borough suffer from problems of congestion. There are often high levels of traffic congestion during peak times on the motorways, intensified by the larger number of Heavy Goods Vehicles. Congestion problem areas include the A5 corridor and the A47. A number of road accident hotspots also exist in the Borough, in particular along the A47 in Earl Shilton.

The Leicestershire Local Transport Plan 2006-2011 proposes one major transport scheme for Hinckley and Bosworth Borough; the Earl Shilton bypass. It is hoped that the bypass will address the significant road safety and congestion problems currently experienced on the A47 through Earl Shilton. All statutory procedures for the bypass are complete and the project is expected to be completed by 2009.

## Public Transport

Public transport use in Hinckley and Bosworth is significantly below the rates for the county, region and country, which reflects the high levels of private car use in the Borough. In 2001, the percentage of working residents using public transport to get to work was 4.39%, compared to 6.05% for Leicestershire, 8.44% for the East Midlands and 15.43% for England.

Similarly, fewer people in Hinckley and Bosworth cycle or walk to work. In 2001 12.2% of working residents in the Borough walked or cycled to work, compared to 12.2% in Leicestershire, 13.8% in the East Midlands and 12.8% in England.

The main form of public transport in the Borough is bus. A network of bus services operate in the Borough which link the main settlements of Hinckley, Earl Shilton, Burbage and Barwell. There is also a Park and Ride facility located on the A47 near Braunstone crossroads, and there are proposals for a Park and Ride into Leicester near junction 21 of the M1.

The frequency of public transport services is, however, a problem, especially in rural villages. In addition, there are few linkages between smaller villages and Hinckley Town Centre, and to Coalville outside of the Borough. Many people rely on facilities outside their own village and the

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cost and low frequency of public transport can contribute to rural isolation, especially for those without access to a car.

According to Travel Search, there are three local bus services for Ratby. These are all operated by Arriva Fox, and include the following:

- 27: Leicester to Ratby via Groby: Mondays to Saturdays every 20 minutes.
- 27: Leicester to Ratby via Groby: Mondays to Saturdays, evenings only, every 60 minutes.
- X1: Leicester to Coalville via Braunstone-Ratby-Botcheston-Thornton-Bagworth, Mondays to Saturdays, every 60 minutes.

Train services in Hinckley and Bosworth are limited. Hinckley is served by trains from Birmingham New Street, Nuneaton and Leicester. Local rail services from Hinckley allow connections to main line services. The West Coast Main Line can be accessed at Nuneaton, and the Midland Main Line at Leicester. Rail services are provided by Central Trains.

There is no railway station in Ratby. The nearest station is in Leicester, approximately 5 miles east of Ratby. Alternative stations can be found in Syston, South Wigston and Hinckley.

## Walking and Cycling

Hinckley and Bosworth has a network of Public Rights of Way and cycle routes which provide informal recreation opportunities and allow access to open space. Popular routes include the Ashby Canal from Snarestone to Marston Junction on the Coventry Canal and the 'Leicestershire Round', a 100 mile circular route which extends around the county of Leicestershire. A number of cycle routes within the Borough form part of the Sustrans National Cycleway.

The Hinckley and Bosworth Community Plan identifies a need to increase safe cycling routes and a need for improved safety for pedestrians including providing more pavements. HBBC has prepared a cycle network plan for the Hinckley urban and rural area.

Within Ratby there are a number of footpaths that were created by the 1770 Enclosure Act that still provide access from Ratby to the surrounding rural environment, for example the field paths to Groby Glenfield and Kirby Muxloe. The disused railway to the south of Ratby is now a cycle and footpath route (HBBC, 2009).

### 4.2.9 Tourism, Leisure and Recreation

Tourism provides a significant contribution to the economy of Hinckley and Bosworth Borough. The Borough offers a number of visitor attractions, including Bosworth Battlefield Visitor Centre, Market Bosworth Country Park, Twycross Zoo, Shackerstone Light Railway and Mallory Park Race Track.

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Hinckley and Bosworth also has a range of recreational and cultural facilities. This includes parks, open spaces, countryside sites such as Newbold Vernon Country Park, museums, libraries, sport, community facilities, youth centres and play provision.

The Ashby Canal runs from the north to the south of Hinckley and Bosworth and is a major recreational / ecological resource. The canal towpath forms part of the proposed Midlands Long Distance Footpath. The National Forest, situated in the north east of the Borough has significant potential for enhancing tourism and recreation in the area. The plans for the National Forest include the development of visitor centres, woodland trails, cycle ways, woodland / field based sports and visitor car parking.

Open space and playing fields provide informal and formal recreation for all ages. The National Playing Fields Association (NPFA) published the Six Acre Standard in 2002. This is a planning guide to ensure that sufficient land is set aside in appropriate locations to enable people of all ages, especially the young, to participate in outdoor play, games, sports and other physical recreation. The NPFA suggests a minimum standard of outdoor playing space of 2.4 hectares for 1,000 people, comprising 1.6 hectares for outdoor sport and 0.8 hectares for children's play.

In addition, English Nature has developed an Accessible Natural Green Space Standard to guide the creation of green space which recommends:

- An Accessible Natural Greenspace less than 300 metres (in a straight line) from home;
- Statutory Local Nature Reserve (LNR) provided at a minimum level of one hectare per 1,000 population;
- At least one accessible 20 hectare site within 2 kilometres of home;
- At least one accessible 100 hectare site within 5 kilometres of home; and
- At least one accessible 500 hectare site within 10 kilometres of home.

The Hinckley and Bosworth Borough Green Space Strategy highlights that the majority of local people in the Borough are satisfied with the amount of parks and open spaces provided where they lived (63%). However, satisfaction in local parks and open spaces has decreased since previous years. In 2004-2005 71% of people in Hinckley and Bosworth Borough were very / fairly satisfied with the parks and open spaces available within the Borough.

According to the Green Space Strategy many of the existing green spaces within the Borough are below recognised standards. There are also significant deficiencies in the amount of play provision for children and young people across the Borough. When compared with the NPFA Six Acre Standard there is a shortfall of 4.62 hectares, which is equivalent to approximately 46 equipped children's play areas throughout the Borough. The biggest quantitative shortfalls in the provision of equipped play space are in Hinckley (1.2 ha), Burbage (1.11 ha), Earl Shilton (0.60 ha) and Groby

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(0.59 ha). Within these settlements it is recommended that as well as new provision existing equipped areas are improved and expanded to include a range of facilities.

In 2004-2005 only 47% of people in Hinckley and Bosworth Borough were very / fairly satisfied with the sports and leisure facilities available to them.

According to the Hinckley and Bosworth Ratby Conservation Area document produced in 2007, Ratby offers a number of tourist attractions, predominantly related to the historical nature of the village. The centre of the village forms the Ratby Conservation Area and incorporates buildings associated with the hosiery industry, medieval timber framed buildings, historic yards, former farms, three Listed Buildings, and a number of other important historic buildings. In addition, there are two Scheduled Monuments within 2km of the village (see 'Cultural Heritage and Archaeology' for further details).

There are few areas of public open space within the village itself, with only relatively small areas of seating such as that surrounding the War Memorial Statue. Areas of green space are located on the edge of the village, these include:

- Ferndale Drive Recreation Ground.
- Burroughs Road Recreation Ground.
- Taverner Drive: Jubilee Green and the community orchard to the north; a wildlife area with pond and allotments to the south.
- Desford Lane / Station Road: private football and cricket club sports ground.
- Brook Drive: a public open space water meadow and wildlife area.

## 4.2.10 Key Sustainability Issues

The key sustainability issues relating to the socio-economic situation in Hinckley and Bosworth Borough are:

- The need to diversify the economic base to reduce reliance upon traditional manufacturing industries.
- Poor growth in emerging key service / knowledge sectors.
- High long term unemployment rate in comparison to other Boroughs / Districts.
- The need to maintain the Economic Activity Rate of the Borough.
- Below average gross weekly pay rates in the Borough in comparison to county and national averages.
- Rising population of the Borough.
- Ageing population of the Borough.
- Pockets of local deprivation within the Borough.
- The need to reduce crime, the fear of crime and anti-social behaviour.
- The need to tackle health issues in the Borough, in particular obesity, smoking and cancer.

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- The need to improve education and skills attainment levels, in particular for adults.
- The need to improve the energy efficiency of housing.
- Rising house prices in the Borough, in particular in rural areas.
- Shortfall in affordable housing provision in the Borough.
- Shortfall in amount of housing for owner occupation in the Borough.
- The need to address specific housing needs, including housing for the disabled, the elderly, those with mental problems and those with learning disabilities.
- High levels of homelessness in the Borough.
- Road traffic congestion and road safety issues.
- High levels of private car use.
- The need to improve public transport service provision in both urban and rural areas, in particular the frequency and reliability of public transport services.
- The need to encourage walking, cycling and the use of public transport as viable alternatives to the private car.
- The need to improve the standard of parks and open spaces within the Borough.
- The need to increase provision of open space and equipped play space.

## 4.3 Environmental Baseline

### 4.3.1 Introduction

This section sets out the existing environment in Hinckley and Bosworth Borough with regards water, biodiversity, landscape, waste management, cultural heritage, noise, air quality and climate change. The environmental baseline has been established with reference to:

- Environment Agency website ([www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)).
- Environment Agency Groundwater Vulnerability Map Sheet Number 23 (Leicestershire).
- The Sustainable Development Unit [UK Govt.]
- The Department for Communities and Local Government
- The Land Registry ([www.landregistry.gov.uk](http://www.landregistry.gov.uk)).
- The National Land Use Database
- The Department for the Environment, Food and Rural Affairs ([www.defra.gov.uk](http://www.defra.gov.uk)).
- Leicestershire County Council ([www.leics.gov.uk](http://www.leics.gov.uk)).
- The Renewable Energy Statistics database for the UK ([www.restats.org.uk](http://www.restats.org.uk)).
- The UK Air Quality Archive ([www.airquality.co.uk](http://www.airquality.co.uk)).
- Natural England ([www.naturalengland.org.uk](http://www.naturalengland.org.uk)).
- The Multi-Agency Geographic Information for the Countryside database ([www.magic.gov.uk](http://www.magic.gov.uk)).
- English Heritage ([www.english-heritage.org.uk](http://www.english-heritage.org.uk)).
- The UK Database of Historic Parks and Gardens.
- Hinckley Town Centre Renaissance Masterplan – Baseline Report (2005).
- Leicester, Leicestershire and Rutland Biodiversity Action Plan (2002).
- National Forest Biodiversity Action Plan (2004).
- Leicestershire Municipal Waste Management Strategy.



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- Hinckley and Bosworth Borough Contaminated Land Strategy (2004).
- Hinckley and Bosworth Borough Air Quality Updating and Screening Assessment (2003).
- Hinckley and Bosworth Air Quality Review and Assessment Report (2004).
- Hinckley and Bosworth Air Quality Review and Assessment Report (2005).
- Climate Change Strategy for Leicestershire (2005).
- Nottingham Declaration on Climate Change (2000).
- Hinckley and Bosworth Landscape Character Assessment (2006).
- Hinckley and Bosworth Ratby Conservation Area (2007).
- English Heritage's Online Listed Buildings Database /Login.aspx).
- JBA Consulting (2007). Joint Strategic Flood Risk Assessment.
- Environment Agency (2006). Soar CAMS.
- Environment Agency (2008). Tame, Anker and Mease CAMS.

## 4.3.2 WaterEnvironment

### SurfaceWater

Hinckley and Bosworth Borough lies within the River Tame, Anker and Mease catchment area. This catchment area covers approximately 1800km<sup>2</sup> which includes not only the Rivers Tame, Anker and Mease, but also the Rivers Sence, Cole and Blythe. It also includes part of the River Trent from its confluence with the Tame to that with the Dove.

The main river in Hinckley and Bosworth is the River Sence. This flows across the west of the Borough from Atherstone in the south to Ibstock in the north. A number of other watercourses also exist in the Borough. These include the River Anker, which runs along a section of the western boundary of the Borough and the Ashby Canal, which flows through the centre of the Borough from Hinckley in the south, through Bosworth Field, to the north eastern corner of the Borough.

The Environment Agency has a number of water quality monitoring points within the Borough, which are situated on stretches of the River Anker and Sketchley Brook. Both the River Anker and Sketchley Brook are currently meeting their river water quality targets.

Ratby is located in the north east of Hinckley and Bosworth Borough. There are a number of surface water features within proximity to the village. An unnamed watercourse flows towards the village from the west, forming the south-western and southern boundary of the village before eventually joining Rothley Brook (also known as Big Brook) east of Ratby, to the east of the M1.

Rothley Brook flows towards the village from the south west and continues in an easterly direction, running parallel to the unnamed watercourse that forms the southern boundary of the village before joining it.

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There is also an unnamed drain that passes from Cooper Lane in the east of the village which flows in a south easterly direction past Kirby Grange.

River water quality data is unavailable for the unnamed watercourses in the vicinity of Ratby; however data is available for a stretch of Rothley Brook between Desford, and the M1 road bridge at Ratby. For 2006, the Environment Agency website states that the stretch was compliant for all targets.

## Groundwater

In terms of groundwater, the Environment Agency Groundwater Vulnerability Map Sheet Number 23 (Leicestershire) shows that the majority of Hinckley and Bosworth Borough is underlain by a Non Aquifer with soils of negligible permeability. Non Aquifers are generally regarded as containing insignificant quantities of groundwater.

However, a number of Minor Aquifers with soils of high, intermediate and low leaching potential are located within the Borough. Hinckley Town and Earl Shilton are partially underlain by Minor Aquifers. Although Minor Aquifers seldom produce large quantities of water for abstraction, they are important both for local supplies and in supplying base flow to rivers. Major Aquifers may occur beneath Minor Aquifers. Formations of high permeability are highly vulnerable to contaminants, and have the potential to transmit a wide variety of pollutants.

The majority of Ratby is located within an area of non-aquifer; however the southern part of the village (from where Desford Lane enters the village from the west) is located in an area of Minor Aquifer with soils of Low Leaching Potential.

No groundwater source protection zones have been designated in the Borough.

## FloodRisk

The Environment Agency online flood mapping service provides an indication of the likelihood of flooding in an area. Floodplain maps for the Hinckley and Bosworth indicate that a number of areas within the Borough have been designated as floodplain. These areas are primarily associated with the watercourses in the Borough, in particular the River Sence. The chance of flooding in these areas is generally considered to be 0.5% (equivalent to 1 in 200 years) or less.

According to the Environment Agency the urban areas of Hinckley, Earl Shilton, Burbage and Barwell fall outside of areas at risk from flooding by rivers. The chance of flooding in these areas each year is therefore 0.1% (equivalent to 1 in 1000) or less.

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The built up area of Ratby also falls outside the areas at risk from flooding by rivers; however there are areas of floodplain to the south west and south of the village associated with the unnamed watercourse and Rothley Brook (described under 'Surface Water'). The chance of flooding in these areas each year is greater than 1.3% (1 in 75).

In May 2007 JBA Consulting were jointly commissioned by HBBC, Blaby District Council and Oadby and Wigston Borough Council, in partnership with the Environment Agency and Leicestershire County Council, to undertake a Joint Strategic Flood Risk Assessment (SFRA). The SFRA is a planning tool that enables local authorities to select and develop sustainable allocations away from flood risk areas.

The SFRA identifies Ratby as a key rural centre and confirms that there are areas at risk of flooding to the south and south west of the village. The type of flooding is identified as being fluvial (from Rothley Brook) and states that surface water run off could be an issue due to the wet clay soil which may lead to groundwater flooding issues. No flood defences are identified within the document. Records of historical flooding are associated with the western end of Park Road and where the tributary of Rothley Brook crosses Desford Lane.

It should be noted that the flooding can occur at any time and in any place from sources such as rising groundwater levels, burst water mains, road drains, run-off, sewer overflows etc, which should be taken into consideration.

## WaterResourcesandFoulDrainage

Severn Trent Water plc provides water supplies in Hinckley and Bosworth. The Water Resources Strategy for the East Midlands produced by the Environment Agency indicates that there is additional water available for extraction in the Borough. However, the Environment Agency emphasises the increasing scarcity of water in the region. The Water Resources Strategy identifies the East Midlands as one of the driest regions in England and Wales with an average rainfall of less than 600mm in some places, compared to the national average of 1080mm (average from 1961-1990). Future developments in the East Midlands will therefore need to recognise the limited availability of water as an influence on location, and should seek to incorporate water efficiency measures and sustainable drainage systems at the feasibility or planning stage.

Severn Trent Water plc is the sewerage undertaker for the area. In 2006 the Environment Agency assessed whether existing sewage treatment works (over 10,000 population equivalent) in the East Midlands Region were close to the limits of their current consents. The assessment concluded that Leicester City and the surrounding area are at risk of having insufficient sewage treatment capacity to accommodate new housing development.



## Catchment Abstraction Management Strategies

Catchment Abstraction Management Strategies (CAMS) are six-year plans that record how water resources will be managed for different catchments throughout England and Wales. The CAMS discuss how much water is available for abstraction within the catchment and the Environment Agency's preferred options for managing this water. To provide this information we have developed a classification system. This gives a 'resource availability status' and indicates:

- the relative balance between the environmental requirements for water and how much is licensed for abstraction;
- whether water is available for further abstraction; and
- areas where abstraction needs to be reduced.

Hinckley and Bosworth Borough falls within the Soar CAMS and the Tame, Anker and Mease CAMS.

The Soar CAMS is divided into two Water Resource Management Units (WRMU): WRMU 1 (The Soar and Tributaries) and WRMU 2 (The River Wreake). Both of these are currently designated as having 'water available' when considered either individually or as integrated. That is, water is likely to be available at all flows including low flows, but restrictions may apply. By 2009 and 2015, both WRMUs have targets statuses of 'no water available'. This means that no water will be available for further licensing at low flows, but that water may be available at high flows with appropriate restrictions in place.

The Tame, Anker and Mease CAMS is divided into five WRMUs: WRMU1 Tame, Anker, Cole and Trent); WRMU2 (Blythe); WRMU3 (Bourne / Black Brook); WRMU4 (Mease); and WRMU5 (Burton Groundwater). Out of all five WRMUs, only WRMU1 is currently designated as having 'water available'. WRMU4 is considered as having 'no water available' and WRMUs 2 and 5 are considered to be 'over licensed', that is, that no water is available at low flows and if existing licences were used to their full allocation they could cause unacceptable environmental damage at low flows. However, over licensed does mean that water may be available at high flows with appropriate restrictions. WRMU3 is currently considered to be 'over abstracted'. This is that existing abstraction is causing unacceptable damage to the environment at low flows, but that water may still be available at high flows, with appropriate restrictions.

By 2019, WRMUs 1, 2, 4 and 5 have targets statuses of 'no water available'. WRMU3 has a status of 'overlicensed'.

### 4.3.3 Biodiversity and Nature Conservation

#### Statutory Sites

Special Areas of Conservation (SACs) are sites designated under the EU Directive 92/43/EC on the Conservation of Natural Habitats and Wild Fauna and Flora (more commonly known as the EC Habitats Directive) to protect internationally important natural habitats and species.

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Special Protection Areas (SPAs) are sites designated under the EC Directive on the Conservation of Wild Birds (79/409/EEC) to protect internationally important bird species.

Together, SACs and SPAs form the Natura 2000 network. Under the EC Habitats Directive Local Authorities are required to undertake an Appropriate Assessment of any plan or project which is likely have a significant adverse effect upon Natura 2000 sites. The EC Habitats Directive is implemented in the UK via the Conservation (Natural Habitats, &c.) Regulations 1994.

A search undertaken by WYG has identified that there are no Natura 2000 sites located within Hinckley and Bosworth. The nearest SAC is Ensor's Pool, located approximately 8km south west of Hinckley and Bosworth near Bermuda. There are no SPAs within the county of Leicestershire.

Sites of Special Scientific Interest (SSSIs) are the finest sites for wildlife and natural features in England supporting many characteristic rare and endangered species, habitats and natural features. They are protected under Section 28 of the Wildlife and Countryside Act 1981 as amended.

There are seven SSSIs within Hinckley and Bosworth Borough, which comprise of 27 SSSI units in total:

- Burbage Woods and Aston Firs;
- Kendalls Meadow;
- Sheepy Fields;
- Ashby Canal;
- Botcheston Bog;
- Cliffe Hill Quarry; and
- Groby Pool and Woods.

The nearest SSSI to Ratby is Groby Pool and Woods, found approximately 2km north of Ratby. According to Natural England, the site comprises a complex of habitats and includes fine examples of alder wood, dry and wet grassland, marsh, reedswamp and open water. The plant communities are representative of those developed on neutral or slightly acid soils in the North Midlands. Groby Pool is considered to be the largest natural expanse of water in Leicestershire.

Natural England assesses the condition of each SSSI in England every year. There are six reportable condition categories: favourable, unfavourable recovering, unfavourable no change, unfavourable declining, and part destroyed / destroyed. Favourable condition means that the SSSI land is being adequately conserved and is meeting its 'conservation objectives'; however, there is scope for the enhancement of these sites. Unfavourable means that the special interest of the SSSI unit is not being conserved and will not reach favourable condition unless there are changes to site management or external pressures.

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In 2007 only 33.3% of the SSSI units in Hinckley and Bosworth Borough were classed as being in favourable condition. Similarly, 48.1% of the SSSI units in the Borough were classed as unfavourable, and 11.1% were classed as unfavourable and declining. The condition of the SSSIs in Hinckley and Bosworth is therefore generally considered to be poor.

In 2008, according to Natural England, Groby Pool and Woods SSSI was classified as 47.93% favourable, 47.73% unfavourable no change, and 4.34% unfavourable declining.

## Non Statutory Sites

Local wildlife sites represent some of the most important land for wildlife outside the statutory SSSI system and are given some protection in the policies of District / Borough council development plans.

There are a number of local wildlife sites (also known as Sites of Importance for Nature Conservation) in Hinckley and Bosworth Borough which are significant to Leicestershire in terms of flora or fauna.

Local Nature Reserves (LNRs) are non-statutory habitats of local significance designated by Local Authorities where protection and public understanding of nature conservation is encouraged.

There are two LNRs within Hinckley and Bosworth:

- Burbage Common and Woods LNR (also designated a SSSI); and
- Billa Barra Hill LNR.

There are no LNRs in the vicinity of Ratby; however there are a number of other wildlife sites in the area surrounding the village. These include:

- Martinshaw Wood (found directly to the north of Ratby).
- A Flood Relief Basin (found approximately 0.5km east of Ratby).
- An area surrounding Rothley Brook between the M1 and the A46 (found approximately 0.25km south east of Ratby).

In addition, several nature conservation areas have been established within the village (HBBC, 2009):

- Ratby Community Orchard – a wildlife area on Taverner Drive at the southern edge of the village with a pond, woodland edge, wildflower areas and a variety of native apple trees.
- A reed bed that occupies a storm overflow basin adjacent to the motorway and Ferndale Park.

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- A wild flower area on the northern edge of Ferndale Park.
- A wetland meadow off Brook Drive.

## Habitats and Species

The Leicester, Leicestershire and Rutland Biodiversity Action Plan (BAP) (2002) identifies local and national priority habitats and species present within the Leicester, Leicestershire and Rutland area. It also sets targets for their conservation and outlines mechanisms for achieving these.

The BAP identifies the following species which may be present in the Hinckley and Bosworth Borough area:

### Mammals:

- Bat species
- Dormouse
- Otter
- Water vole

### Birds:

- Barn owl
- Nightingale
- Redstart
- Sand martin

### Invertebrates:

- Black hairstreak butterfly
- Dingy skipper
- Grizzled skipper
- White clawed crayfish

### Plants:

- Purple small reed
- Black poplar
- Violet helleborine
- Wood vetch

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In addition, a BAP for the National Forest has been produced, which outlines the work required to achieve the necessary protection and conservation of habitats and species at a local level within the National Forest. The National Forest covers 200 square miles of the Midlands, spanning across areas of Leicestershire, Derbyshire and Staffordshire, including the Charnwood and Needwood Forests. This area is important for wildlife, comprising of a range of protected and priority species and habitats including water vole, bats, otter, adder, barn owl and redstart. The National Forest contains 1143ha of ancient woodland accounting for 2.3% of the land area. Part of the National Forest is situated in the north east of Hinckley and Bosworth Borough and includes the northern half of Ratby (the area north of Main Street).

HBBC are currently in the process of undertaking a Biodiversity Audit of the Borough. This will identify the habitats listed under the Leicester, Leicestershire and Rutland BAP that are of most relevance to the Borough.

Within Ratby the following species have been observed in the areas listed below (HBBC, 2009):

Wild Life Meadow, Ferndale Park:

Meadowsweet  
Great Willowherb  
Daisy  
Common Knapweed  
Cow Parsley  
Buttercup  
Scarlet Pimpernel  
Birds-foot Trefoil  
Red Clover  
Ragwort  
Great Burnet  
Meadow Cranes-bill  
Water Mint

Leicester Swannington Railway Line:

White Clover  
White Dead-Nettle  
Rosebay Willowherb  
Great Willowherb  
Herb-Robert  
Cow Parsley  
Nipplewort



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Ragwort

Rothley Brook (Big Brook):

Buttercup  
Common Knapweed  
White Clover  
Great Willowherb  
Birdsfoot Trefoil  
Bittersweet  
Meadowsweet  
Stinging Nettle  
Cow Parsley  
Creeping Thistle  
Red Campion  
Herb-Robert  
Tufted Vetch  
Fungi

Whirlybones Wood:

Deciduous trees planted include:

Ash  
Cherry  
Silver Birch  
Elder

Butterflies observed have been:

Large White  
Red Admiral  
Meadow Brown  
Peacock  
Small Blue

#### 4.3.4 Landscape and Visual Amenity

Hinckley and Bosworth falls within the Countryside Agency Landscape Character Area 94: Leicestershire Vales. The key characteristics of this area include:

- Gentle clay ridges and valleys with little woodland and strong patterns of Tudor and parliamentary enclosure.
- Distinctive river valleys with flat floodplain and gravel terraces.
- Large town of Leicester dominating much of the landscape.

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- Frequent small towns and villages, often characterised by red brick buildings.
- Prominent parks and country houses.
- Frequent imposing, spired churches.
- Attractive stone buildings in older village centres and eastern towns and villages.
- Great diversity of landscape and settlement pattern with many sub units.

In 2006 HBBC undertook a Landscape Character Assessment of Hinckley and Bosworth Borough. The Landscape Character Assessment identifies ten Landscape Character Areas within the Borough, which are as follows:

- A) Charnwood Fringe Character Area
- B) Forest Hills Character Area
- C) Market Bosworth Parkland Character Area
- D) Desford Vales Character Area
- E) Stoke Golding Vales Character Area
- F) Hinckley, Barwell and Burbage Fringe Character
- G) Fen Lanes Character Area
- H) Upper Mease Character Area
- I) Gosport Parkland Character Area
- J) Upper Sence Character Area

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Table 4.1 Hinckley and Bosworth Landscape Character Areas

Landscape Character Area	Key Characteristics
A) Charnwood Fringe Character Area	<p>Prominent landform, which includes the highest land in the Borough. Localised steep slopes around rocky outcrops and quarries.</p> <p>Diverse land uses which relate to the varied geology. Dominated by pasture and woodland with quarries, pools and outcrops.</p> <p>Woodland cover of varying age from mature ancient to new National Forest plantations.</p> <p>Medium to small sized field pattern interspersed with large areas of woodland cover.</p> <p>Large clustered villages with strong suburban influences.</p> <p>Distinctive local assets such as Groby Pool and Billa Barra Hill</p> <p>Good network of public footpaths.</p> <p>Distant wide views to the urban edges of Leicester and surrounding Charnwood Forest.</p> <p>Diverse range of habitats due to variable land use types.</p> <p>Strong, long established aesthetic appeal.</p>
B) Forest Hills Character Area	<p>Gently undulating landform with small plateaus on higher ground. Highest point centred around Bagworth.</p> <p>Predominantly rural landscape with arable and rough set-aside, influenced by industrial / urban features such as masts, poles and pylons.</p> <p>Fields enclosed by hedgerows with scattered trees.</p> <p>Industrial heritage of quarrying and mining resulting in areas of restored land and new woodland within the National Forest.</p> <p>Generally large scale field pattern with groups of smaller fields surrounding settlements.</p> <p>Linear settlements of former mining villages with sparsely scattered farms on slopes in between.</p> <p>Good public access and footpath network throughout, especially within National Forest area.</p> <p>Visually open due to immature plantations.</p> <p>Wide ranging views from higher ground.</p> <p>Thornton reservoir is an attractive focal point.</p>

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Landscape Character Area	Key Characteristics
C) Market Bosworth Parkland Character Area	<p>Rolling landform with gentle slopes which rise and fall reaching a high point around the town of Market Bosworth.</p> <p>Land use dominated by parkland, pasture and scattered trees.</p> <p>Increased tree cover associated with settlements.</p> <p>Field boundaries are predominantly hawthorn hedges with some post and rail or estate fencing.</p> <p>Scattered agricultural buildings are visible in wider views. Market Bosworth is mostly hidden by vegetation.</p> <p>Occasional narrow gated lanes with avenue trees.</p> <p>Open access within the parkland and country park supported by a good network of public footpaths.</p> <p>Area is semi-enclosed by trees and hedgerows which therefore limit views.</p> <p>Significant historic features typical of country estates including estate fencing, avenue trees, grazed pasture and lanes.</p> <p>Bosworth Battlefield has strong heritage associations.</p> <p>Market Bosworth provides an important focus within the area.</p>
D) Desford Dales Character Area	<p>Gently rolling landform.</p> <p>Although predominately arable, clustered areas of industry and recreational facilities are locally prominent.</p> <p>Tree cover is limited with scattered trees and small linear woodland copses.</p> <p>Large to medium sized field pattern is defined by single species hawthorn hedges. Where hedgerows have been removed, open views across the landscape are possible.</p> <p>Clustered villages of varying size centre around crossroads. Desford is the largest settlement in the area.</p> <p>Good network of footpaths link settlements. Few major roads.</p> <p>Open views give an impression of a large scale landscape. Masts, poles, and pylons are often prominent.</p>
E) Stoke Golding Vales Character Area	<p>Predominately flat with only gentle undulations.</p> <p>Mix of arable and pasture with frequent individual trees.</p> <p>Medium scale rectilinear field pattern bounded by mixed hedgerows with scattered hedgerow trees and small copses.</p> <p>Settlement usually associated with local high points.</p> <p>Area criss-crossed by network of small lanes and public footpaths.</p> <p>The Ashby Canal features numerous attractive canal bridges.</p> <p>Stoke Golding is an attractive settlement clustered around its prominent church, close to the Ashby Canal.</p>

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Landscape Character Area	Key Characteristics
	<p>Area is open and expansive with views occasionally limited by vegetation.</p> <p>This is generally a tranquil, rural character area despite the proximity of Hinckley and the A5.</p>
<p>F) Hinckley, Barwell and Burbage Fringe Character Area</p>	<p>Gently rolling landform with some areas of flat land such as Burbage Common.</p> <p>Medium sized rectilinear field pattern bounded by mixed hedgerows and few hedgerow trees. Agricultural land provides open areas of separating landscape between Barwell, Earl Shilton and Hinckley.</p> <p>Landscape heavily influenced by established settlements, often situated on higher ground, with masts and poles prominent.</p> <p>Mix of arable and pasture with isolated areas of woodland. Increasing industrial use around urban areas.</p> <p>Significant transport infrastructure subdivides area.</p> <p>Distinctive landscape features such as Burbage Common and Wood have local and national importance as ecological and recreational resources.</p> <p>Localised containment provided by woodland, but urban areas frequently visible on ridgelines.</p>
<p>G) Fen Lanes Character Area</p>	<p>Predominantly flat valley landscape with areas of gentle undulations.</p> <p>Predominantly arable with some occasional pasture.</p> <p>Small woodland clumps and willow trees associated with watercourses.</p> <p>Mixed field pattern of large to medium size with broken hedgerows.</p> <p>Hedgerow trees are either scattered or in clumps along roads and near watercourses.</p> <p>Small dispersed settlements clustered around cross-roads, with isolated farmsteads.</p> <p>A444 forms main route through area with small lanes leading off and many public footpaths.</p> <p>Open aspect but views are occasionally curtailed by copses, hedgerow vegetation and limited vantage points.</p> <p>Frequent streams and ditches.</p>

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Landscape Character Area	Key Characteristics
H) Upper Mease Character Area	<p>Simple open landform of elevated rolling hills. Predominantly arable land use. Dispersed farm buildings visible within wide panoramic views. Mature trees largely associated with small clustered villages. Large fields bordered by mixed species hedgerows with scattered hedgerow trees. Ditches define field boundaries where hedgerows have been lost. A444 traverses an area of otherwise minor roads. Good network of public footpaths leading towards Twycross. Occasional woodland within surrounding landscape. Expansive and at times dramatic long ranging panoramic views are a notable characteristic feature, especially from the A444. Twycross Zoo is an important visitor attraction of international importance.</p>
I) Gopsall Parkland Character Area	<p>Distinctive parkland landscape with many mature specimen trees. Historic associations with Handel the composer adds to the sense of place. Medium field pattern bordered by a mix of hedgerows, barbed wire fencing and small sections of estate fencing. Large farms relating to former estate buildings i.e. Gopsall Hall Farm and Gopsall House Farm. Tranquil and remote pasture. Good network of public footpaths leading towards Twycross. Some woodland within surrounding landscape. Generally expansive open aspect. Relic follies add interest.</p>
J) Upper Sence Character Area	<p>Gentle undulating landform which rises generally to the east. Mix of arable and pasture with small copses and scattered trees within mixed hedgerows. Well treed appearance despite lack of actual woodland. Regular pattern of medium sized fields become smaller around settlements. Settlements predominantly small villages. Long distance footpaths pass through area. Some long distance views but mostly limited by trees.</p>

The landscape of Hinckley and Bosworth is gently rolling and predominantly rural in nature. It consists of enclosed farmlands, large cropped fields, intact hedgerow patterns and scattered

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woodland and hedgerow trees. Several villages and hamlets, of mixed building styles, are scattered throughout the Borough. In the east lies the urban fringe of Leicester City Centre.

Industrial and residential developments, new roads and changing farming practises have contributed to the erosion of landscape character and diversity. Increasing pressure on the countryside from new housing and other developments around Burbage and Hinckley (and also smaller villages) was highlighted as an issue in the Hinckley and Bosworth Community Plan.

The presence of the National Forest, in the north west of the Borough has, however, had a significant impact upon the rural landscape and will continue to do so. In particular, restoration of derelict land in the Coalfield area has created more attractive forest uses.

Ratby is found within the Charnwood Fringe Character Area; however HBBC have also undertaken a Character Assessment of the Urban Character of Ratby. This identifies the following key urban characteristics of the village:

- A clustered historic core reflecting medieval origins. Open countryside to the west.
- Built form of predominantly two storey terraces with pitched roofs, red brick chimneys with subdivided arched windows.
- Principle building materials consist of brick and render, stone with brick detailing, below slated roofs.
- Compact streetscape of narrow medieval lanes within the historical core contrasting sharply with the expansive design of later roads such as Marksfield Road.

Assessments of the urban character / townscape of the urban areas of Hinckley, Burbage, Earl Shilton, Barwell, Market Bosworth, Desford and Newbold Verdon has also been undertaken as part of the Hinckley and Bosworth Landscape Character Assessment. Details of these are available on the HBBC website ([www.hinckley-bosworth.gov.uk](http://www.hinckley-bosworth.gov.uk)).

## Landscape Designations

The Hinckley and Bosworth Local Plan identifies Areas of Particularly Attractive Countryside which "...in a countywide and Borough-wide context have very high intrinsic landscape quality." These areas, however, are not designated in the Leicestershire Structure Plan and so are unlikely to be designated by HBBC in the future.

The Local Plan also designates green wedges in the Borough. These are "...structurally important areas of open land around the edge of Leicester and Hinckley, which maintain the physical separation between communities and helps protect their individual identities". The green wedges are located as follows:

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- Area between Groby, Martinshaw Wood, Ratby and the Borough boundary;
- Area between Hinckley/Burbage and Barwell/Earl Shilton;
- Area between Ratby and Kirby Muxloe; and
- Area between Groby and Anstey.

## 4.3.5 Geology

The solid geology of Hinckley and Bosworth is predominantly sedimentary impermeable clays and marls from the Triassic period. The Triassic Mercia Mudstones (previously known as Keuper Marl) extend across the whole Borough punctured by a number of igneous intrusions in the north and extreme southeastern corner. These Diorite intrusions provide the granite extracted at Groby, Bradgate, Markfield, Mill Lane (Earl Shilton) and Stanton under Bardon.

The drift geology is predominantly superficial sand and gravel deposits and alluvial deposits across the middle of the Borough following former river paths and flood plains. This has provided sand and gravel extraction at Cadeby. Glacial deposits are highly variable in both thickness and distribution. Saturated sands are common across areas of Hinckley.

### Designated Sites

Cliffe Hill Quarry has been designated a SSSI both for its nature conservation value and geological value. The quarry provides exposures of the contact between the southern-type diorite (markfieldite) and the volcanic and sedimentary rocks of the Precambrian Charnian Maplewell Series.

### Contaminated Land

Contaminated Land is defined in Part IIA of the Environmental Protection Act 1990 as:

“Any land which appears to the Local Authority in whose area it is situated to be in such a condition by reason of substances in, on or under the land, that (a) significant harm is being caused or there is significant possibility of such harm being caused (b) pollution of controlled waters is being or is likely to be caused”.

For a site to meet the definition of contaminated land a pollutant linkage must be established. A pollutant linkage consists of three parts:

- A source of contamination in, on or under the ground
- A pathway by which the contaminant is causing significant harm or which presents a significant possibility of such harm being caused
- A receptor of a type specified in the regulations including humans, ecological systems, properties and controlled waters.





HBBC is the principle regulator with respect to contaminated land. HBBC produced a Contaminated Land Strategy in 2004, which sets out the approach that they take in inspecting land for contamination.

As highlighted previously Hinckley and Bosworth Borough has traditional connection with manufacturing industries, in particular the textile clothing, footwear and mechanical engineering sectors. Consequently, there are some areas of contaminated land within the Borough which have arisen as a result of industrial use or waste disposal. The extractive industries in particular have left a legacy of excavations, many of which have been filled with a wide range of waste materials. Some, such as Bradgate Landfill, have been filled under Waste Management Licences and others uncontrolled prior to 1974.

Potentially contaminative land uses in the Borough include:

- Industrial areas (historical and current);
- 'Part A' processes (the production of fuel and power, smelting processes etc)
- 'Part B' processes (petrol stations, coating processes etc)
- COMAH sites (sites with dangerous substances present)
- Landfill and waste processing sites
- Closed landfill sites
- Sewage works and land used for the disposal of sludge
- Mines and mineral extraction sites
- Waste or derelict land
- Previously developed sites

#### 4.3.6 WasteManagement

During the period 2005-2006 the average amount of household waste collected per head in Hinckley and Bosworth was 416.9kg, compared to 545.1kg in Leicestershire during the same period. However, despite waste production being lower in the Borough, the average amount of household waste collected per head has risen significantly, from 382kg in 2001-2002 to 405.6kg in 2004-2005.

However, according to Best Value Performance statistics for Hinckley and Bosworth Borough household waste recycling and composting rates are rising. In the period 2005-2006, 17.6% of household waste in the Borough was recycled. This figure had increased from 8.6% in 2001-2002, and 15.7% in 2004-2005. Similarly, in 2005-2006 22.7% of household waste from the Borough was composted, compared to 1.9% in 2001-2002 and 18.8% in 2004-2005.

In 2005-2006, 99.8% of the residents of Hinckley and Bosworth were served by a kerbside recycling scheme for two recyclables.



During the period 2004-2005, 80% of the residents of Hinckley and Bosworth Borough were satisfied with household waste collection services. In addition, during the same period 70% of residents were satisfied with the waste recycling facilities available to them in the Borough.

The Leicestershire Waste Management Strategy provides a framework under which new waste collection, treatment and disposal infrastructure can be developed. Future aims include new and enhanced kerbside collections for recyclable materials including the collection of green waste, increased separation of waste particularly green waste for composting, new treatment and processing capacity for waste collected and an education and awareness campaign.

#### 4.3.7 Cultural Heritage and Archaeology

Cultural heritage and archaeology encompasses archaeological features, historic buildings, historic landscape features and geological attributes. Cultural heritage features comprise of upstanding structures and remains as well as earthworks, buried remains, artefact scatters or elements of soft heritage features that have appeared in arts or literature.

##### Listed Buildings

Listed Buildings are buildings of special architectural or historic interest recognised by the Government as being worthy of protection under the Planning (Listed Buildings and Conservation Areas) Act 1990. Listed Buildings are classified as Grade I, II\* or II. Buildings listed as Grade I or II\* are considered to be of outstanding interest.

According to records held by HBBC there are 296 Listed Buildings in the Borough, many of which are situated within designated Conservation Areas. Of these, 7 buildings are Grade I, 35 are Grade II\* and 254 are Grade II.

English Heritage keeps a Buildings at Risk register which brings together information on all Grade I and II\* Listed Buildings and Scheduled Monuments known to English Heritage to be 'at risk'. Two Listed Buildings in the Borough are currently registered on the Buildings at Risk Register: the stables and kennels to Bradgate House on Bradgate Hill and The Old Hall on Markfield Road, both in Groby. The stables and kennels are considered to be in very bad condition. The Old Hall is in fair condition.

According to English Heritage's Listed Buildings database, there are four Listed Buildings within 1km of GR SK 508 062 (centre point of Ratby). These include the following:

- Church of St Philips and St James (Grade II\* Listed).
- 85 Church Lane (Grade II Listed).
- Martinshaw Lodge, Markfield Road (Grade II Listed).
- War Memorial, Main Street (Grade II Listed).

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With the exception of Martinshaw Lodge, all Listed Buildings are located within the Ratby Conservation Area (see 'Conservation Areas').

## Scheduled Monuments

Scheduled Monuments are protected archaeological sites or historic buildings considered to be of national importance.

According to records held by HBBC there are 22 Scheduled Monuments within the Borough. These are located in the parishes of Bagworth, Groby, Higham on the Hill, Hinckley, Market Bosworth, Newbold Verdon, Peckleton, Ratby, Shackerstone, Sheepy, Stoke Golding, Sutton Cheney, Twycross and Witherley.

Scheduled Monuments in the Borough include Motte and Bailey Castle and Manorial Complex at Groby, Hinckley Castle, the remains of the Chapel in Lindley Park at Higham on Hill and Ratby Camp.

There are two Scheduled Monuments found within the vicinity of Ratby village: Old Hays Moated Site and associated manorial earthworks (approximately 2km north west of Ratby village centre), and Bury Camp, an Iron Age encampment (approximately 1km west of Ratby village centre).

## Conservation Areas

Conservation Areas are designated areas of special architectural or historic interest, the characters of which are important to preserve. There are 26 Conservation Areas within Hinckley and Bosworth Borough, many of which are situated within urban areas. The Conservation Areas are as follows:

- Ashby Canal
- Barwell A
- Barwell B
- Burbage
- Cadeby
- Congerstone
- Desford
- Druid Street
- Earl Shilton
- Groby
- Higham on the Hill
- Hinckley Town Centre
- Hollycroft Park
- Market Bosworth

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- Markfield
- Newbold Verdon
- Orton on the Hill
- Osbaston
- Ratby
- Shackerstone
- Shenton
- Sibson
- Stoke Golding
- Sutton Cheney
- Twycross
- Witherley

HBBC considers Conservation Areas to have special architectural or historic interest which it is desirable to preserve and enhance. Under the Planning (Listed Buildings and Conservation Areas) Act 1990, Conservation Area Consent is generally required before a building or other structure can be demolished. Development will not be permitted in, or where it would impact on, the Conservation Area unless:

- The external design and appearance of new buildings and extensions to existing structures will be of a high standard and will preserve or enhance the character and appearance of the area;
- Its location on the site relates well to its surroundings;
- The materials are sympathetic in colour and texture to those of nearby buildings and second hand materials are used where appropriate; and
- Existing landscape and built features of value are retained and original materials and elements reused wherever possible.

The Ratby Conservation Area is focused in the area around Main Street, Church Lane and Berry's Lane, and incorporates buildings associated with the hosiery industry, medieval timber framed buildings, historic yards, former farms, three Listed Buildings (see 'Listed Buildings') and a number of other important historic buildings. These include:

- Ratby Primary School.
- Church Rooms.
- Former village Blacksmiths.
- Methodist Chapel.
- Birthplace of Samuel Deacon.

The Ratby Conservation Area (HBBC, 2007) identifies the following factors as contributing positively to the Conservation Area:

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- The isolated setting of the village within open countryside and woodland.
- The gateways to the Conservation Area, which comprise high stone walls and trees to the north, long stone wall, the Methodist Chapel and Geary's Victorian bakery buildings to the south, and Boxtree Farm to the west.
- The style, scale and detail of the buildings.
- The boundary treatment, which include stone boundary walls with brick copings.
- The contribution of space and natural elements, the principle open space being the area around the Church of St Philips and St James.

## Archaeological Sites

There are a number of archaeological sites of interest in Hinckley and Bosworth Borough which form an important part of its heritage.

Leicestershire County Council holds the Historic Environment Record (HER) for Leicestershire and Rutland. This database contains all known archaeological sites in Leicestershire and Rutland as well as other historic features such as Scheduled Monuments, Listed Buildings and Battlefields. There are 1022 records held on the HER for Hinckley and Bosworth Borough. Sites of archaeological interest in the Borough range from Roman Camps at Ratby and Witherley to Castle Mottes at Groby and Hinckley.

The Hinckley and Bosworth Local Plan (Policy BE13) requires that any application for planning permission for a site of 0.4 hectares or more in area, where development would affect a site registered in the Leicestershire and Rutland HER, or the setting of such a site, should be accompanied by an initial assessment of whether the site is known or likely to contain archaeological records.

It should be noted that there is potential within the village of Ratby for archaeological sites to exist that are currently unknown and so are not specifically designated.

## Registered Battlefields

English Heritage keeps a register of Historic Battlefields which are of historic importance. Its purpose is to offer them protection and promote a better understanding of their significance.

One of the 26 Historic Battlefields in England is located within Hinckley and Bosworth Borough; Bosworth Battlefield on Ambion Hill. The Battle of Bosworth took place in 1485 with the death of Richard III marking the end of the medieval period.

### 4.3.8 Noise

There is no baseline data currently available relating to noise within Hinckley and Bosworth Borough. The major sources of noise within the Borough are considered to be principally associated

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with the busy road corridors such as the A5 and the A47. Noise issues may be associated with Mallory Park Racetrack and Bagworth Gun Club.

There are also noise issues associated with aircraft movements to and from the East Midlands Airport, particularly noise impacts associated with night time flights. East Midlands Airport has designated Airport Exclusion Zones in the Borough, which restrict development in the vicinity of flight paths to reduce the potential for noise issues associated with aircraft. The Airport is located in the north west of Leicestershire near to Castle Donington.

## 4.3.9 AirQuality

HBBC is responsible for the review and assessment of air quality in Hinckley and Bosworth Borough. In 2000 HBBC published the findings of their initial assessment for air quality in the Borough. The results showed that the annual mean objectives for nitrogen dioxide would not be met in two locations. Consequently two Air Quality Management Areas (AQMAs) were declared in 2001:

- Trinity Lane AQMA in Hinckley; and
- Groby Road AQMA in Ratby.

In 2004, monitoring was undertaken on these two AQMAs. The results of this assessment indicated that, in the case of both AQMAs, the objectives for nitrogen dioxide will be met in 2005 without any further work by HBBC. As a result, both AQMAs were revoked.

HBBC produced an Air Quality Review and Assessment Progress Report in 2005. Given the conclusions of the 2003 and 2004 studies, and the fact that the previous year had seen no developments which would have affected levels of the objective pollutants, no monitoring or modelling was carried out other than for nitrogen dioxide and PM10. The results of this study concluded that no further work was required at the time.

## 4.3.10 ClimateChange

Climate change is one of the greatest global environmental threats. It is likely that it will have a significant impact on Hinckley and Bosworth, particularly through increased rainfall intensity in winter resulting in an increase in the number and severity of flooding events. In addition, climate change may result in warmer summers, increased water demands and will place stress on public water supply, industry and agriculture.

In 2000, the East Midlands Sustainable Development Round Table published a report entitled 'The Potential Impacts of Climate Change in the East Midlands'. This report states that more work needs to be done in the areas of energy efficiency and renewable energy and that tough targets should be set for reducing emissions of gases that cause climate change.

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Environmental Action for a Better Leicestershire produced a Climate Change Strategy for Leicestershire in 2005. The Strategy presents a summary of the evidence for climate change and discusses the potential impacts in Leicestershire.

According to the Climate Change Strategy climate change in Leicestershire could include the following adverse effects:

- A risk of less water being available for domestic, industrial and agricultural purposes;
- A risk of more extensive and frequent flooding;
- A risk of increased temperatures, with a greater number of 'hot periods';
- A decrease in summer soil moisture content;
- An increase in overall weather variability between years;
- A decrease in cloud cover of up to 15% in summer;
- A reduction in summer relative humidity;
- An increase of up to 10% in winter daily wind speed; and
- A 60-90% decrease in snowfall.

Estimates of emissions in Leicestershire that are contributing to climate change are presented: 43% are from road transport, 35% from commercial and domestic combustion processes and 18% from industrial combustion processes.

In 2000 HBBC signed the Nottingham Declaration. This is a voluntary pledge for local authorities, which shows their public commitment to tackling climate change. HBBC has set a series of targets to meet its commitment to the Nottingham Declaration, which are:

- To reduce emissions of carbon dioxide by 10% below 2000 levels by 2010; and
- To reduce emissions of carbon dioxide by 25% below 2000 levels by 2025.

#### 4.3.11 Key Sustainability Issues

The key sustainability issues relating to the environment are:

- The need to protect surface waters and groundwater.
- The need to prevent increases in surface water run-off and flood risk.
- Scarcity of water resources in the East Midlands region.
- The need to protect and improve nature conservation sites, in particular SSSI, within the Borough.
- The need to protect and enhance habitats and species, in particular those listed within the Leicester, Leicestershire and Rutland BAP.
- The potential for protected species in the Borough including otter, water vole, barn owl and bats.
- The need to protect and enhance the National Forest, in particular the Ancient Woodland.

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- The need to protect the natural and historic landscape character of the Borough.
- The presence of contaminated land within the Borough.
- The need to reduce waste produced and increase the proportion of waste recycled and composted.
- The need to protect historic, cultural and archaeological sites and their settings.
- Noise pollution associated with the road corridors in the Borough.
- The need to maintain and improve air quality in the Borough.
- The need to manage the impacts of climate change particularly through reducing greenhouse gas emissions.

## 4.4 Summary of Key Sustainability Issues

The SEA Directive requires an analysis of “...any existing environmental problems which are relevant to the plan...” (Annex 1d of the SEA Directive). Key sustainability issues that affect Hinckley and Bosworth Borough were identified through an analysis of the baseline conditions and through the review of plans and programmes. These key issues are summarised in Table 4.2 below. Table 4.2 also shows whether the issue is social, economic, environmental or cross cutting (covers more than one category). It identifies the implications for the Ratby VDS SPD and the potential degree of influence that the SPD will have on the issue.



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Table 4.2 Key Sustainability Issues

Issue	Eco	Soc	Env	Implications for the Ratby Village Design Statement Supplementary Planning Document	Potential Influence
The need to diversify the economic base to reduce reliance upon traditional manufacturing industries				N/A	N/A
Poor growth in emerging key service / knowledge sectors				N/A	N/A
High long term unemployment rate in comparison to other Boroughs / Districts				N/A	N/A
The need to maintain the Economic Activity Rate of the Borough				N/A	N/A
Below average gross weekly pay rates in the Borough in comparison to county and national averages				N/A	N/A
Rising population of the Borough				N/A	N/A

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Issue	Eco	Soc	Env	Implications for the Ratby Village Design Statement Supplementary Planning Document	Potential Influence
Ageing population of the Borough				N/A	N/A
Pockets of local deprivation within the Borough				N/A	N/A
The need to reduce crime, the fear of crime and anti-social behaviour				The SPD should ensure that the design and layout of new development incorporates measures to help reduce crime and the fear of crime (e.g. ensuing areas are well-lit and overlooked).	Moderate
The need to tackle health issues in the Borough, in particular obesity, smoking and cancer				The SPD should help to protect open spaces that provide recreational benefit and encourage participation in exercise. The SPD should also help to promote safe, well signposted and well-lit footpaths and cyclepaths to encourage walking and cycling.	Moderate
The need to improve education and skills attainment levels, in particular for adults				N/A	N/A
The need to improve the energy efficiency of housing				The SPD should encourage development that is designed to be environmentally sustainable, for example by encouraging the use of low energy embodied materials within development.	Minor

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Issue	Eco	Soc	Env	Implications for the Ratby Village Design Statement Supplementary Planning Document	Potential Influence
Rising house prices in the Borough, in particular in rural areas				N/A	N/A
Shortfall in affordable housing provision in the Borough				N/A	N/A
Shortfall in amount of housing for owner occupation in the Borough				N/A	N/A
The need to address specific housing needs, including housing for the disabled, the elderly, those with mental problems and those with learning disabilities				N/A	N/A
High levels of homelessness in the Borough				N/A	N/A

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Issue	Eco	Soc	Env	Implications for the Ratby Village Design Statement Supplementary Planning Document	Potential Influence
Road traffic congestion and road safety issues				<p>The SPD should ensure that car parking is designed to avoid congestion on streets around the village, in particular on those roads that already experience high levels of congestion (See Section 4.2.8).</p> <p>The SPD should promote the use of traffic calming measures to help increase road safety levels.</p>	Moderate
High levels of private car use				<p>The SPD should encourage safe and well-maintained footpaths and cycleways to encourage cycling and walking as alternatives to the private car.</p>	Moderate
The need to improve public transport service provision in both urban and rural areas, in particular the frequency and reliability of public transport services				N/A	N/A
The need to encouraging walking, cycling and the use of public transport as viable alternatives to the private car				<p>The SPD should encourage safe and well-maintained footpaths and cycleways to encourage cycling and walking as alternatives to the private car.</p>	Moderate

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Issue	Eco	Soc	Env	Implications for the Ratby Village Design Statement Supplementary Planning Document	Potential Influence
The need to improve the standard of parks and open spaces within the Borough				The SPD should encourage the provision of safe and well maintained parks and open spaces.	Moderate
The need to increase provision of open space and equipped play space				The SPD should encourage the provision of safe and well maintained parks, open spaces and play areas.	Moderate
The need to protect surface waters and groundwater				N/A	N/A
The need to prevent increases in surface water run-off and flood risk				N/A	N/A
Scarcity of water resources in the East Midlands region				N/A	N/A
The need to protect and improve nature conservation sites, in particular SSSI, within the Borough				The SPD should ensure that developments provide for the retention or re-establishment of existing biodiversity. Opportunities for habitat creation and / or enhancement as part of development should be sought wherever possible.	Moderate

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Issue	Eco	Soc	Env	Implications for the Ratby Village Design Statement Supplementary Planning Document	Potential Influence
The need to protect and enhance habitats and species, in particular those listed within the Leicester, Leicestershire and Rutland BAP				The SPD should ensure that developments provide for the retention or re-establishment of existing biodiversity. Opportunities for habitat creation and / or enhancement as part of development should be sought wherever possible.	Moderate
The potential for protected species in the Borough including otter, water vole, barn owl and bats				The SPD should ensure that developments provide for the retention or re-establishment of existing biodiversity. Opportunities for habitat creation and / or enhancement as part of development should be sought wherever possible.	Moderate
The need to protect and enhance the National Forest, in particular the Ancient Woodland				N/A	N/A
The need to protect the natural and historic landscape character of the Borough				The SPD should ensure that new development is sensitive to the surrounding natural and historic landscape character.	Major
The presence of contaminated land within the Borough				N/A	N/A

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Issue	Eco	Soc	Env	Implications for the Ratby Village Design Statement Supplementary Planning Document	Potential Influence
The need to reduce waste produced and increase the proportion of waste recycled				The SPD should encourage the use of recycled / re-used materials for construction of new development.	Minor
The need to protect historical, cultural and archaeological sites and their settings				The SPD should afford protection to the setting of historical, cultural and archaeological assets.	Major
Noise pollution associated with the road corridors in the Borough				N/A	N/A
The need to maintain and improve air quality in the Borough				The SPD should encourage safe and well-maintained footpaths and cycleways to encourage cycling and walking as alternatives to the private car.	Moderate



## 5.0 EFFECTS OF THE RATBY VILLAGE DESIGN STATEMENT SUPPLEMENTARY PLANNING DOCUMENT

### 5.1 Introduction

The SA of the SPD has been undertaken in relation to the SA framework developed during Stage A (scoping) of the SA process (see Section 2.3.1). The social, economic and environmental effects of the SPD have been predicted taking into account the baseline situation and key sustainability issues identified during Stage A, which were determined using information from a wide range of sources, including data/information from plans, programmes and policies, as well as consultation with key organisations and consultees.

The predicted effects of the SPD are detailed in the Appraisal Tables in Appendix E. Recommendations to mitigate adverse effects and to enhance beneficial effects have been made.

For the purposes of the SA the baseline conditions are assumed to be the status quo for the study area. Implementation of the SPD will result in either an improvement to or deterioration in this baseline. If the SPD is not implemented then it must be assumed that there will be no change to the current baseline conditions. However, in reality this would not occur as natural and social processes would continue to operate.

The methodology for assessing significant effects is detailed in the following section.

### 5.2 Appraisal Methodology

The social, economic and environmental effects of the SPD have been predicted in relation to each of the SA objectives developed at Stage A (as detailed in Section 2.3.1).

The predicted effects have been qualified within the Appraisal Tables in terms of their nature, duration, magnitude and geographical scale.

Effects may be of the following nature:

- Adverse or beneficial.
- Direct or indirect.

Effects may be of the following duration:

- Temporary or permanent.
- Short or long term.



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Effects may be of the following geographical scale:

- Immediate.
- Local.
- District.
- Regional.
- National.
- International.

Effects have also been qualified in terms of their likelihood and the magnitude of changes in the baseline conditions.

The magnitude of effects has been determined based upon the changes to the baseline conditions that are predicted to arise from the SPD taking into account the likelihood and scale of the change. Table 5.1 details the methodology for determining the magnitude of effects.

Table 5.1 Determining Magnitude of Effects

Magnitude of Effect	Description
Major	Effect resulting in a considerable change in baseline conditions with undesirable / desirable consequences on the receiving environment
Minor	Effect resulting in a discernible change in baseline conditions with undesirable / desirable consequences that can be tolerated
No effect	No discernible change in baseline conditions

## 5.2.1 Assessment of Effects

Following the prediction of effects, as detailed above, an assessment of the significance of these effects has been undertaken. The factors described above (magnitude, geographical scale, duration and nature) have been considered in order to determine significance. As advised in the ODP guidance (2005i) significance has been determined based on the individual merits of each case, as effects which are significant in one situation may not necessarily be significant in another.

Where effects have been identified to be potentially beneficial or potentially adverse this means that there is a degree of uncertainty associated with the effects. This may be because the effects will depend upon implementation of the option or there may be limited information available at the strategic level to confirm their significance.

The Appraisal Tables show how significant adverse effects represent a move away from a SA objective and significant beneficial effects represent a move towards a SA objective. Table 5.2 provides a key to the significance of effects as shown within the Appraisal Tables.

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Table 5.2 Significance of Effects

Significance of Effects	
Direct Effects	Indirect Effects
Major beneficial	Major beneficial
Minor beneficial	Minor beneficial
Potentially beneficial	Potentially beneficial
Potentially adverse	Potentially adverse
Minor adverse	Minor adverse
Major adverse	Major adverse
Potentially beneficial or adverse	
No significant effect	

## 5.2.2 Limitations

The ODPM guidance (2005i) advises that any uncertainties and / or limitations encountered in the SA should be documented. Future SA and monitoring of LDF documents should take into account these limitations / uncertainties.

In undertaking this SA the following uncertainties and / or limitations were encountered:

- The SPD contains guidelines and not formal policies. As such, the extent to which these guidelines will be followed when determining the success of planning applications is unknown.
- The SA has been based on a combination of quantitative information from a number of sources (e.g. National Statistics and Nomis) and qualitative assessment using considered judgement. Detailed quantitative information relating to the effects of the plan is likely only to be available at a later stage (e.g. once planning applications are submitted).

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## 5.3 Likely Effects of the Ratby Village Design Statement Supplementary Planning Document

### 5.3.1 Alternative Approaches Not Under Consideration Do Nothing

Under the 'do nothing' option it is assumed that the Ratby VDS SPD would not be implemented. The 'do nothing scenario' has therefore been considered through establishing the baseline conditions against which the Ratby VDS SPD has been appraised.

### 5.3.2 Options Subject to Sustainability Appraisal Policy BE1

The Ratby VDS SPD aims to supplement Policy BE1 (Design and Siting of Development) of the Local Plan (HBBC, Adopted 2001), which can be found in Appendix G. This policy was not previously subject to SA as is required under the new planning system. An appraisal table has therefore been produced to detail the effects of Policy BE1.

In relation to environmental SA objectives, Policy BE1 may result in beneficial impacts relating to the natural environment by ensuring that new development does not result in the loss of any open spaces or vegetation, and by promoting landscaping and the provision of gardens. Ensuring that development complements the surrounding area may beneficially impact upon those objectives relating to the character of the village and the rural landscape, and the setting of cultural heritage features. By ensuring that development incorporates design features that minimise the impact on the local environment, the policy may also beneficially impact upon those objectives relating to energy use, greenhouse gas emission, water use, waste production and sustainable design.

Socially, Policy BE1 is also anticipated to result in beneficial impacts by ensuring that the loss of open space is avoided, and therefore that participation in recreational activities (and the associated health benefits) within these spaces is maintained. In addition, ensuring adequate highway visibility for road users and ensuring that development has regards to the safety and security of both individuals and property may contribute beneficially to community safety and reducing crime and anti-social behaviour.

#### Policies DSC1 and ENV3

When the new LDF documents are adopted, the Ratby VDS SPD will aim to supplement those policies that will supersede Policy BE1 of the existing Local Plan (HBBC, Adopted 2001). These policies are DSC1 (Development Design) and ENV3 (Landscape Character Areas) of the Site Allocations and Generic Development Control Policies DPD.

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Given that both DSC1 and ENV3 have been subject to SA throughout their development, it was deemed unnecessary to re-appraise them. Details of the SA of each policy are available in the Sustainability Report for the Site Allocations and Generic Development Control Policies DPD Preferred Options Report (WYG, 2009). The policies as they are can be found in Appendix G. It should be noted that as DSC1 and ENV3 are only at Preferred Options stage they are both subject to change following consultation.

## Guidelines

The guidelines within the SPD are likely to have a number of beneficial social, economic and environmental effects if followed. The impacts identified are all considered to be potential only given that the guidelines do not form policy.

Environmentally, guidelines to protect areas that provide habitat (for example the Ratby green wedge, green wildlife corridors, areas of woodland, pasture, streams and open spaces) may beneficially impact by protecting the natural environment. In addition, encouraging development to incorporate boundary hedges and tree planting may help to enhance the natural environment.

The SPD also contains a large number of guidelines relating to preserving the character and historical nature of the village. For example by protecting examples of Ratby's historical past, by protecting green spaces, and by ensuring that the design of new buildings, boundary treatments, and street furniture / signs respects the context of surrounding buildings. By helping to preserve the character of the village, these same guidelines may also contribute to protecting the rural landscape surrounding the village. In addition, guidelines aimed at preserving the Ratby green wedge and green wildlife corridors should help to restrict development within the rural outskirts of the village, further contributing to protecting the rural landscape.

In relation to minimising energy use and sustainable design, the SPD includes guidelines to encourage environmentally sustainable designs. These may include solar panels or turbines.

Guidelines to encourage the provision and maintenance of footpaths and cycleways, and to ensure that these are safe and well lit, may encourage people to walk and cycle. This may in turn contribute to improving air quality and reducing greenhouse gas emissions by reducing use of the private car. These guidelines may also contribute beneficially to social objectives. For example, by increasing participation in recreational activities and having knock on effects on health and well being, as well as improving access to services for those without access to a private car.

## 5.4 Recommendations

In undertaking the SA of the SPD, a series of recommendations were developed to order to maximise beneficial effects and minimise adverse effects of any impacts. The following hierarchy was used when determining recommendations for adverse impacts:

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- Prevent impacts as far as possible by designing out or using preventative measures during the construction process.
- Reduce impacts as far as possible by using preventative measures to minimise effects.
- Offset impacts to compensate for unavoidable effects that cannot be further reduced.

Recommendations can be incorporated at three stages of the development:

- During preparation of the SPD in order to design out or reduce adverse impacts, and to maximise beneficial impacts.
- During construction in order to minimise adverse impacts / maximise beneficial impacts arising during the construction process.
- Following development in order to minimise impacts / maximise beneficial impacts arising during the post implementation phase.

It should be noted that there is potential for many of the recommendations identified to be implemented through existing or subsequent DPDs and subsequent SPDs.

Recommendations are presented in Appendix E in relation to each of the SA objectives. It should be noted that recommendations have not been provided for Policy BE1 due to it being an existing policy that cannot be altered as a result of the SA process.

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## 6.0 IMPLEMENTATION AND MONITORING

### 6.1 Next Steps

The SPD and this SA Report will be consulted on for a period of 4 weeks. HBBC will then consider the responses to the public participation and produce their final Ratby VDS SPD. Any significant changes made during this stage will need to be subject to further SA prior to adoption.

The next steps of the SA and associated steps of the Ratby VDS SPD are detailed in Table 6.1.

Table 6.1 Next Steps in the Sustainability Appraisal

ODPM Stage		SA Steps	Links to the Ratby Village Design Statement Supplementary Planning Document Process
Stage D Consulting on SPD and the SA Report	D1	Consultation on the SA Report.	Undertaken at the same time as consultation on the SPD.
	D2	Appraise any significant changes to the SPD following consultation.	Undertaken in conjunction with finalisation of the SPD prior to adoption.
	D3	Produce a consultation statement to accompany the adopted SPD to show how responses to consultation have been taken into account. This must state how the SPD was changed as a result of the SA process and responses to consultation.	Undertaken in conjunction with finalisation of the SPD prior to adoption.
Stage E Monitoring the significant effects of implementing the SPD	E1 & E2	Undertake monitoring of significant effects arising from the SPD and respond to adverse effects.	Undertaken after the SPD has been adopted.

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## 6.2 LinkstothePlanningProcess

Once adopted, the SPD will be taken into account as a material consideration in determining planning applications in the Borough. In due course the SPD will be incorporated into the LDF being developed by HBBC.

## 6.3 ProposalsforMonitoring

A list of targets and indicators that could potentially be used for monitoring has been developed for the Hinckley and Bosworth LDF Core Strategy; these are provided in Appendix G. The targets and indicators were determined using the SA objectives, key sustainability issues identified and the review of plans and programmes. It should be noted this list contains suggestions only and that HBBC will determine the exact nature of monitoring for LDF documents.

It may be possible to use some of the targets and indicators for monitoring the performance of the SPD against the SA objectives. However, as the SPD is a site specific document it may be necessary to develop additional indicators based upon the effects predicted during the SA process. It is recommended that the following be considered for monitoring:

- Energy consumption in relation to new development.
- Service provision/access to services.
- Waste production and use of sustainable/recycled materials in construction and public realm/open space improvements.
- Potential habitat loss/creation.
- Use of public transport/modal shift from the private car to more sustainable modes of transport.
- Health and well-being in relation to public realm/open space.
- Sensitive design in relation to new development and the existing character of the village.