

Sustainability Report

Sustainability Appraisal

Hinckley Town Centre Strategic Transport Development Contributions Supplementary Planning Document

for

Hinckley and Bosworth Borough Council

July 2008

thinking beyond construction



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**HINCKLEY AND BOSWORTH BOROUGH COUNCIL**

**SUSTAINABILITY APPRAISAL**

**HINCKLEY TOWN CENTRE STRATEGIC TRANSPORT DEVELOPMENT CONTRIBUTIONS SUPPLEMENTARY PLANNING DOCUMENT**

**SUSTAINABILITY REPORT**

**JULY 2008**

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**ABBREVIATIONS**

**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**

**DPD - Development Plan Document**

**EAR - Economic Activity Rate**

**FIT - Fields In Trust**

**HER - Historic Environment Record**

**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 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 WYGE - White Young Green Environmental**

**0.0 NON TECHNICAL SUMMARY**

**0.1 Introduction**

Hinckley and Bosworth Borough Council (as the Local Planning Authority for Hinckley and Bosworth) is developing the Hinckley Town Centre Strategic Transport Development Contributions Supplementary Planning Document (SPD) to supplement existing Local Plan Policy IMP1. This will provide guidance on developer contributions for the town centre masterplan sites. 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).

White Young Green Environmental (WYGE) has been commissioned by Hinckley and Bosworth Borough Council to undertake a combined SA and SEA of the Hinckley Town Centre Strategic Transport Development Contributions SPD.

**0.2 Development of the Sustainability Appraisal Framework**

In 2005 WYGE undertook Stage A (scoping) of the SA of the Hinckley and Bosworth LDF. This resulted in the production of a SA Scoping Report, including development of a SA framework for use in appraising LDF documents.

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

• Review of other plans and programmes of relevance to the Hinckley and Bosworth 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.

To ensure that the SA framework for the Hinckley and Bosworth LDF was up-to-date and relevant to the Hinckley Town Centre Strategic Transport Development Contributions SPD, WYGE also undertook the following activities:

• Review of plans and programmes of particular relevance to the Hinckley Town Centre Strategic Transport Development Contributions SPD, or that have been published since the SA Scoping Report was produced.

• Collation of recent social, economic and environmental baseline data for the Borough.

• Identification of the current social, economic and environmental situation in Hinckley and

Bosworth Borough.

• Review of key sustainability issues.

A Scoping Consultation Document was sent to statutory and non-statutory consultees in May

2007 to allow for comments on the proposed approach to the SA.

**0.3 Sustainability Appraisal of the Hinckley Town Centre Strategic Transport Development**

**Contributions Supplementary Planning Document**

The SA framework developed in Stage A was used to appraise the Hinckley Town Centre

Strategic Transport Development Contributions SPD.

The SPD is designed to supplement existing Local Plan Policy IMP1 to provide guidance on developer contributions for the Town Centre masterplan sites.

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:

• Indirect health benefits due to improved air quality and increased community safety (as a result of a reduction in vehicular traffic), increased participation in walking and cycling, and an overall increase in general well being (both as a result of public realm improvements).

• Encouraging celebration of local heritage through public realm improvements.

• Increasing provision of venues for cultural and leisure activities as a result of public realm improvements.

• Crime prevention through incorporation of Secured by Design principles, and increased community interaction and sense of pride/ownership as a result of public realm improvements.

• Preservation/enhancement of Hinckley town centre as a result of reductions in vehicular traffic and public realm improvements.

• Protection of historic buildings/features from air pollutants and vibration as a result of reduction in vehicular traffic.

• Enhancement of the historic built environment as a result of public realm improvements.

• Improved air quality and a reduction in greenhouse gases as a result of a reduction in vehicular traffic, transport measures to encourage use of public transport, walking and cycling, and the development of travel plans for new employment use development.

• Improved accessibility for the rural population, those without a car, and for disabled, elderly and deprived people as a result of transport measures to encourage use of public transport, walking and cycling.

• Public realm improvements and improved transport links may make the town centre appear more attractive to investors, with the knock on effect of job creation.

Overall the SPD has the potential to be beneficial for sustainability, although it is difficult to determine these benefits precisely at a strategic stage. In most cases benefits will depend upon what the recommendations of the SPD are in relation to a specific development and how these recommendations are implemented. Regarding public realm improvements, should these be designed or implemented poorly there is potential for some adverse effects upon the character and conservation of the built environment.

**1.0 INTRODUCTION**

Hinckley and Bosworth Borough Council (as the Local Planning Authority for Hinckley and Bosworth) is developing a Supplementary Planning Document (SPD) to supplement existing Local Plan Policy IMP1. This will provide guidance on developer contributions for the Town Centre masterplan sites. In due course the Hinckley Town Centre Strategic Transport Development Contributions SPD (henceforth referred to as the SPD) will be incorporated into the Local Development Framework (LDF) being developed by the Council to replace the existing Local Plan (Adopted 2001). The SPD will be a material consideration in determining planning applications in the area.

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 under an LDF.

White Young Green Environmental (WYGE) has been commissioned by Hinckley and Bosworth Borough Council to undertake a combined SA and SEA of the SPD. This combined approach is simply referred to as SA throughout this Sustainability Report. The purpose of this Sustainability Report is to present the findings of the SA process in a manner that can be used for stakeholder and public consultation. This report has the following format:

**Chapter 1 Non Technical Summary**

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

**Chapter 2 Introduction**

**Chapter 3 Sustainability Appraisal Process**

Provides an overview of the SA process undertaken including details of the SA

objectives used to appraise the SPD.

**Chapter 4 Background**

Details the background to the SPD.

**Chapter 5 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.

**Chapter 6 Significant Effects of the Supplementary Planning Document**

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

**Chapter 7 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 Legislative Requirements**

Under the Planning and Compulsory Purchase Act (2004), Local Authorities must subject their LDF documents to SA. Part 2, Section 19 of the Act deals with the preparation of LDDs, these being the documents that make up a LDF. Paragraph (5) of Section 19 states:

*“The local planning authority must also -*

*a) Carry out an appraisal of the sustainability of the proposals in each document; and b) Prepare a report of the findings of the appraisal.”*

SEA is a requirement of EU Directive 2001/42/EC on the Assessment of Certain Plans and Programmes on the Environment, more commonly known as the SEA Directive. As stated in Article 1, the objective of the SEA Directive is:

*“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...”*

The SEA Directive was brought into effect in the UK on the 21st July 2004 through the Environmental Assessment of Plans and Programmes Regulations. The Regulations require that Local Authorities undertake SEA of their LDF documents.

Although the statutory requirements for carrying out SA and SEA are distinct it is possible to satisfy both through a single, but integrated process. Such a joint approach is advocated by Communities and Local Government (CLG) (formerly known as the Office of the Deputy Prime Minister (ODPM)).

**2.2 Integrated Approach to Appraisal**

SEA is a means of evaluating the environmental acceptability of planning documents in a formalised and systematic manner. The process works to identify the key environmental issues associated with a study area and determining how adoption of a planning document will influence them. SEA occupies a central position in the hierarchy of land use planning, sitting between high level Government planning policy and environmental assessment at project level. The SEA process considers similar issues to project level environmental assessment. However, planning documents often cover much larger areas than individual development proposals and contain less quantifiable detail than is available at project level. SEA therefore examines the environment in much broader terms and sets environmental objectives for a study area against which strategic level proposals can be appraised.

SA differs from SEA in that it expands the focus of the assessment process to encompass social and economic issues. ODPM guidance (2005i) describes the purpose of SA as being:

*“…to promote sustainable development through the integration of social, environmental and economic considerations into the preparation of revisions of Regional Spatial Strategies and for new or revised Development Plan Documents and Supplementary Planning Documents.”*

The integrated SA process adopted by WYGE will identify the key social, economic and environmental issues associated with Hinckley and Bosworth District and how adoption of the SPD will influence them. It will ensure that significant adverse effects are either avoided or mitigated. However, it should be noted that whilst SA will inform the decision making process, the SPD may not always reflect the options considered to be most sustainable.

The SA will also identify monitoring requirements to ensure the SPD remains sustainable throughout its implementation. Monitoring will help to identify any unforeseen impacts and inform subsequent revisions or the replacement of the SPD.

**2.3 Sustainability Appraisal Guidance**

The SA process undertaken by WYGE 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) SEA 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) SEA 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.

**2.4 Sustainability Appraisal Stages**

The SA process adopted by WYGE 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**

• Identifying other plans and programmes of relevance to the SPD.

• Collating baseline data and identifying gaps in the current baseline.

• Identifying baseline conditions and key sustainability issues on the basis of the baseline data collated.

• Developing SA objectives.

• Consulting on the scope of the SA.

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

• Testing the SPD objectives against the SA objectives1.

• Developing the SPD options.

• Predicting and assessing the significant effects of implementing Local Plan

Policy IMP1.

• Predicting and assessing the significant effects of implementing Local Plan

Policy IMP1 with the SPD.

• Developing mitigation for any adverse effects and to maximise beneficial effects.

• Developing recommendations for future monitoring requirements or indicators.

**STAGE C Preparing the Sustainability Report**

Subsequent to the publication of this Sustainability Report the following stages of the SA process will need to be undertaken by Hinckley and Bosworth Borough Council:

**STAGE D Consulting on the SPD and the Sustainability Report**

1 WYGE is unable to undertake a compatibility test as the SPD does not propose any specific objectives.

• Public participation on the SPD and the Sustainability Report.

• Appraising any significant changes to the SPD.

• Providing information on how the SA and consultation responses were taken into account in preparing the SPD.

**STAGE E Monitoring implementation of the plan**

• Monitoring significant effects of the SPD once adopted.

• Responding to any adverse effects arising from the SPD following adoption.

**2.5 Strategic Environmental Assessment Directive Compliance**

This SA Report incorporates the requirements for an Environmental Report as set out in the SEA Directive (Annex I). Table 2.1 summarises the requirements of the SEA Directive, identifies how the requirements have been met and where these are located in the SA Report.

**Table 2.1 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 and programmes. | Section 3.3 of the SA Report. Section 3.3.2 of the SA Report.  Plans and programmes reviewed during development of the SA framework for the SPD are provided in the separate Scoping Report. |
| 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 5.0 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 3.3.2 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. |

|  |  |
| --- | --- |
| **Requirement of SEA Directive** | **Where detailed in this 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 encountered in compiling the required information. | Sections 5.2 and 5.3 of the SA Report. |
| 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. |

**2.6 Stage A – Scoping**

2.6.1 Links with Sustainability Appraisal Scoping

Stage A (scoping) of the SA has already been undertaken for the overall Hinckley and Bosworth LDF process and a Scoping Report produced. The Scoping Report details the outcomes of Stage A, including the SA framework to be used in appraising LDF documents. The SA framework has been adapted specifically for the SPD as detailed in this Sustainability Report.

2.6.2 Consultation

A Scoping Consultation Document was sent to the following statutory and non-statutory consultees in May 2007 to allow for comments on the proposed approach to the SA:

• Natural England.

• Environment Agency.

• English Heritage.

• East Midlands Development Agency.

• Government Office for the East Midlands.

• East Midlands Regional Assembly.

• Leicestershire County and Rutland Primary Care Trust.

• Leicestershire Constabulary.

• Leicestershire Chamber of Commerce and Industry.

• Leicestershire Economic Partnership.

• British Waterways.

• Sport England.

• Transport 2000.

• 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.

• Royal Society for the Protection of Birds.

• National Playing Fields Association.

• Arriva Midlands.

• Network Rail.

• Leicestershire Development Agency.

• First Buses.

The purpose of the consultation was to:

• Identify plans and programmes of relevance to the SPD that need to be reviewed as part of the SA process.

• Identify social, environmental and economic issues of specific relevance to the SPD that need to be considered as part of the SA process.

• To determine whether the list of key sustainability issues presented in the SA Scoping Report for LDF are comprehensive.

• To determine whether any of the key sustainability issues presented in the SA Scoping

Report are of greater significance when considered in the context of the SPD.

This consultation also provided an opportunity to gain feedback and suggestions from consultees on the suitability of the SA objectives to be used in appraising the SPD.

Consultee comments on the scope of the SA framework are provided in full in Appendix D.

2.6.3 Links to Relevant Plans and Programmes

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.

To ensure that the SA framework developed for the Hinckley and Bosworth LDF was up-to-date and relevant to the SPD, the following plans and programmes were reviewed:

• Planning Policy Guidance 13.

• Leicestershire Local Area Agreement (2006).

• Hinckley and Bosworth Community Plan 2007-2012.

• Leicestershire Local Transport Plan 2006-2011 (2006).

Key aims and objectives (including sustainability objectives) of each plan were identified and then the implications for the SPD were determined. In addition to identifying links with the SPD the review process provided baseline information, helped to identify key sustainability issues and informed the development of the SA objectives.

The review of plans and programmes is provided in Appendix B. Key points arising from this review are that the SPD should:

• Maximise opportunities to reduce levels of private car use.

• Maximise opportunities to encourage walking and cycling.

• Maximise opportunities to encourage the use of public transport.

• Maximise opportunities to improve traffic flow and road safety issues.

• Maximise opportunities to improve community safety.

• Maximise opportunities to reduce emissions of greenhouse gases.

• Maximise opportunities to improve physical access to services.

• Maximise opportunities to tackle congestion.

• Maximise opportunities to improve air quality.

• Maximise opportunities to manage transport assets in the most cost effective way.

2.6.4 Baseline and Key Issues

During Stage A baseline data was collated and reviewed in order to establish the baseline conditions and to help identify key sustainability issues. The baseline conditions provide the basis against which significant effects of the SPD can be predicted. Section 5.0 of this Sustainability Report summarises the baseline and key sustainability issues for Hinckley and Bosworth Borough.

2.6.5 Sustainability Appraisal Objectives

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.

The SA framework for Hinckley and Bosworth LDF sets out 25 objectives covering social, environmental and economic issues. The LDF SA objectives were used as a starting point for the development of SA objectives for the SPD. The review of social, environmental and economic situation undertaken during Stage A and consultation on the suitability of the LDF SA framework in May 2007 informed the development of objectives for the SPD.

The objectives used to appraise the SPD are listed in Table 2.2. The LDF SA objectives have been slightly amended following consultation. Feedback from consultees on the suitability of the LDF SA framework is provided in full in Appendix D.

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.

**Table 2.2 SPD SA 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. | 9 | 9 |  |
| 2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services. |  | 9 |  |
| 3. To provide better opportunities for local people and tourists to access and understand local heritage. | 9 | 9 | 9 |
| 4. To improve access to and  participation in cultural and leisure activities. |  | 9 | 9 |
| 5. To improve community safety, reduce the fear of crime and reduce anti-social behaviour, particularly in Hinckley Town Centre. |  | 9 |  |

|  |  |  |  |
| --- | --- | --- | --- |
| **SPD SA Objectives** | **Economic** | **Social** | **Environmental** |
| 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. |  | 9 |  |
| 7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of Biodiversity Action Plan targets. |  |  | 9 |
| 8. To conserve and enhance the character, diversity and local distinctiveness of towns and villages in Hinckley and Bosworth Borough. |  |  | 9 |
| 9. To preserve and enhance the character, appearance and setting of archaeological sites, historic buildings, conservation sites, historic parks and other cultural assets. |  |  | 9 |
| 11. To conserve and enhance woodland cover in the Borough, particularly in the National Forest area. |  |  | 9 |
| 12. To manage prudently water resources, improve water quality and protect the floodplain. |  |  | 9 |
| 13. To improve air quality particularly through reducing transport related pollutants. |  | 9 | 9 |
| 14. To manage prudently mineral resources and avoid / reduce pollution of land. | 9 | 9 | 9 |
| 15. To minimise energy use and develop renewable energy resources. |  |  | 9 |
| 16. To reduce greenhouse gas emissions to mitigate the rate of climate change. |  |  | 9 |
| 17. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts. |  |  | 9 |
| 18. To improve access to education and training for children, young people and adult learners. | 9 | 9 |  |
| 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. | 9 | 9 |  |

|  |  |  |  |
| --- | --- | --- | --- |
| **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. | 9 | 9 | 9 |
| 21. To optimise the use of previously developed land, buildings and existing infrastructure. | 9 |  | 9 |
| 22. To promote and ensure high  standards of sustainable design and construction. | 9 |  | 9 |
| 23. To minimise waste and to increase  the re-use and recycling of waste materials. | 9 |  | 9 |
| 24. To improve access to services, particularly for the rural population, those without a car and for disabled, elderly and deprived people. |  | 9 | 9 |
| 25. To encourage and develop the use of public transport, cycling and walking as alternatives to the private car. |  | 9 | 9 |

**2.7 Stages B & C**

This Sustainability Report details the findings of Stages B and C of the SA process for the SPD. Further details of the appraisal methodology adopted are provided in Section 6.0.

**3.0 BACKGROUND**

**3.1 Study Area**

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 101,500 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.

**3.2 Hinckley and Bosworth Local Development Framework**

Fundamental changes to the planning system have been introduced through the Planning and Compulsory Purchase Act (2004). This requires Hinckley and Bosworth Borough Council 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 East Midlands Regional Spatial Strategy (RSS) produced by the Government Office of the East Midlands in 1994 and reviewed in 2005 will also form part of the statutory development plan for Hinckley and Bosworth Borough. A new Regional Plan for the East Midlands that will fully satisfy the requirements of recent government legislation is currently under review and once finalised this will replace the current RSS.

The Hinckley and Bosworth LDF will comprise a number of Development Plan Documents (DPD) which will have statutory status. The proposals and policies set out in these will guide planning decisions. It 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. SPDs will be taken into account as a material consideration in determining planning applications.

Hinckley and Bosworth Borough Council has produced a Local Development Scheme (LDS) for their LDF process. This establishes a programme for delivering the LDF up to 2010. A Statement of Community Involvement has also been prepared, which sets out how the public will participate in the preparation of LDF documents.

The Statement of Community Involvement between March 2007 and March 2010 contains estimated adoption dates for all DPDs and SPDs. The Core Strategy DPD is expected to be adopted in 2009, while the remaining 3 DPDs (Site Allocations; Generic Development Control; and, Hinckley Town Centre Area Action Plan) are anticipated to be adopted in 2010.

In terms of SPDs, the Burbage Village Design Statement and the Shopping and Shop Fronts

SPDs have already been adopted. The remaining SPDs are expected to be adopted 2008-2009.

**3.3 Hinckley Town Centre Strategic Transport Development Contributions Supplementary**

**Planning Document**

3.3.1 Background

The Hinckley Town Centre Strategic Transport Development Contributions SPD has been produced to provide guidance on Adopted Local Plan Policy IMP1 regarding developer contributions towards the provision of infrastructure and facilities (see Section 3.3.2 below).

The SPD provides a framework by which the infrastructure implications of new development in Hinckley town centre can be identified and suitable measures proposed for which developer contributions can be utilised. The document prioritises measures using the same phasing structure as the developments: short term 0-3 years, medium term 4-7 years, and long term 8 plus years. The main areas of focus within the SPD are transportation and public realm.

In due course the SPD will be incorporated into the emerging LDF and will be a material consideration in determining planning applications in the town centre.

3.3.2 Related Policies in the Local Plan

The SPD has been prepared in support of Local Plan Policy IMP1 on contributions towards the provision of infrastructure and facilities. This is set out below:

*‘Planning permission will be granted for new residential, employment and other development where the developer will make a contribution towards the provision of necessary on site and off site infrastructure and facilities to serve the development commensurate with the scale and nature of the development proposed. The granting of planning permission will be subject to conditions or to a developer entering into planning obligations to ensure the provision of appropriate contributions.’*

**4.0 BASELINE AND KEY ISSUES**

**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 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.

**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 WYGE in 2005. Baseline data presented in this Sustainability Report has been revised 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).

• NOMIS - Official Labour Statistics (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).

• The National Land Use Database

• DEFRA (www.defra.gov.uk).

• Leicestershire County Council (www.leics.gov.uk).

• Hinckley Town Centre Renaissance Masterplan – Baseline Report (Jan 2005).

• Hinckley & Bosworth Borough Council – Hinckley Town Centre Are Action Plan (draft) (August 2007)

• Hinckley & 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 [(www.communityhealthprofiles.info/).](http://www.communityhealthprofiles.info/))

• Hinckley and Bosworth Community Plan 2007-2012.

• Leicestershire Community Strategy.

• Leicestershire Rural Strategy (Draft) 2007-2014.

• Fields In Trust (www.npfa.co.uk).

• Hinckley and Bosworth Green Space Strategy.

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.

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.

Similarly, the largest employment sector for the residents of the Hinckley Town Centre area was manufacturing (23.68% in SOA 010B, 24.82% in SOA 010C, 26.87% in SOA 012A and 26.15% in SOA 012B). A large proportion of people in SOA 010, SOA 010C, SOA 012A and SOA 012B were also employed in the wholesale and retail trades and the repair of motor vehicles.

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.

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 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.

Hinckley Town Centre is a major shopping node in south-west Leicestershire. Town markets are held regularly, with farmers markets being held on a monthly basis that add considerably to the vitality of the town centre.

Competition for attracting shoppers also exists with the other local centres and ‘out-of-town’

developments, including Nuneaton, Leicester City Centre, and Coventry City Centre.

A Retail Capacity Study carried out in spring 2007 by Roger Tym and Partners indicated that retail in Hinckley is generally healthy, with no signs of acute decline, and with a recent improvement in the national retail rankings. However, some key deficiencies have been identified, including limited convenience retail offer with static retail rents, and a lack of suitable, available premises to accommodate interested retailers.

Several major events have taken place in the Town Centre with the aim of further regenerating the borough and improving the local economy by increasing footfall and encouraging large numbers of people into the town, especially families. These events have included St Georges Day Parade, Mardi Gras and the Christmas Lights.

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 SOA 010B, SOA 010C, SOA 012A and SOA 012B was 1,488 people, 1,581 people, 1,567 people and 1,374 people in 2001 respectively.

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 km2) 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. The population densities of SOA 010B, SOA 010C, SOA 012A and SOA 012B were 30.8, 38.18, 28.73; and 37.86 in 2001. These figures are significantly higher than the figures for the same period for Hinckley and Bosworth Borough, which is representative of their central location within Hinckley Town.

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%).

In contrast, the 2001 Census Data indicates that the Hinckley Town Centre is dominated by people aged 20-44 years old, with approximately 40% of the population falling into this age category.

Hinckley and Bosworth’s demographic profile is predicted to alter in line with national forecasts, with strong growth in the retired population.

The ethnic diversity of the Borough is limited, with the vast majority of the population being classed as ‘White British’. 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’.

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 (74th 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.

Indices of Deprivation for the SOAs associated with the Town Centre area are given in Table 4.1 below. In each case, the SOA with a rank of 1 is the most deprived area and the area with a rank of 32,482 is the least deprived.

**Table 4.1 Indices of Deprivation: Hinckley Town Centre SOA Statistics (2004)**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Indices of**  **Deprivation** | **Hinckley Town Centre Super Output Areas** | | | |
| **SOA 010B** | **SOA 010C** | **SOA 012A** | **SOA 012B** |
| Rank of Index of Multiple Deprivation\* | 12,707 / 32,482  *th*  *39 Percentile* | 16,444 / 32,482  *th*  *50 Percentile* | 17,601 / 32,482  *th*  *54 Percentile* | 27,747 / 32,482  *85th Percentile* |
| Rank of  Income Score | 13,956 / 32,482  *42nd Percentile* | 16,162 / 32,482  *49th Percentile* | 18,100 / 32,482  *55th Percentile* | 30,026 / 32,482  *92nd Percentile* |
| Rank of Education, Skills and Training Score | 13, 583 / 32,482  *42nd Percentile* | 12,618 / 32,482  *39th Percentile* | 12,345 / 32,482  *38th Percentile* | 14,776 / 32,482  *45th Percentile* |
| Rank of Crime  Score | 6,327 / 32,484  *19th Percentile* | 13,980 / 32,482  *43rd Percentile* | 12,757 / 32,482  *39th Percentile* | 21,767 / 32,482  *67th Percentile* |
| Rank of Living Environment Score | 3,361 / 32,482  *th*  *10 Percentile* | 6,117 / 32,482  *th*  *19 Percentile* | 8,661 / 32,482  *th*  *27 Percentile* | 26,515 / 32,482  *82nd Percentile* |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Indices of**  **Deprivation** | **Hinckley Town Centre Super Output Areas** | | | |
| **SOA 010B** | **SOA 010C** | **SOA 012A** | **SOA 012B** |
| Rank of Barriers to Housing and Services Score | 31,823 / 32,482  *98th Percentile* | 32,093 / 32,482  *99th Percentile* | 30,607 / 32,482  *94th Percentile* | 26,080 / 32,482  *80th Percentile* |
| Rank of Employment Score | 14,091 / 32,482  *rd*  *43 Percentile* | 16,124 / 32,482  *th*  *49 Percentile* | 15,977 / 32,482  *th*  *49 Percentile* | 23,363 / 32,482  *71st Percentile* |
| Rank of Health  Deprivation and Disability Score | 15,172 / 32,482  *47th Percentile* | 19,471 / 32,482  *60th Percentile* | *20,050 / 32,482*  *62nd Percentile* | 25,276 / 32,482  *78th Percentile* |

\* The Index of Multiple Deprivation incorporates income, employment, health, education, barrier to housing, living

environment and crime.

In 2004, at SOA level, SOA 010B was ranked 12,707 out of 32,482 SOAs nationally (39th

percentile) for the Index Multiple Deprivation. SOAs 010C, 0102A and 0102B were ranked in the

50th and 54th and 85th percentile respectively. This indicates that SOAs 010B, 010C and 012A

ranked below the Borough (which was in the 74th percentile of Local Authorities ranking of Index

Multiple Deprivation), but that SOA 012B was ranked above.

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

Health in Hinckley and Bosworth is good when compared with the East Midlands region and England as a whole. In the 2001 Census, 69.41% of the population described their health as good, compared to 67.58% in the East Midlands and 68.76% in England as a whole.

In comparison, 70.30% of people living in Hinckley and Bosworth SOA 010B described their health as good, compared to 66.77% in SOA 010C, 64.84% in SOA 012A and 69.8% in SOA

012B.

The life expectancy for both males and females in 2002 and 2003 were above both the regional and national averages. There is, 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 morality 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, 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 2003-2004 10.1% of the working age population of Hinckley and Bosworth had no qualifications respectively, compared to 10.5% in Leicestershire, 12.2% in the East Midlands and

10.5% in England as a whole. The percentage of the working age population with no qualifications in the Borough has decreased by 6.4% since 2001-2002.

4.2.7 Housing

Housing in Hinckley Town Centre is focused around the periphery of the Town Centre boundary, predominantly to the south and west of the Town Centre along Mount Road, Priesthills Road and Clarendon Road to the south, and Trinity Lane, Rugby Road and Coventry Road to the west.

In recent years there has been a significant increase in the amount of housing in the town centre. Hinckley town centre is generally lower in price than its competing neighbours in Leicester and Coventry. As well as lower prices, accessibility via the motorway network and the railway station are the main causes for commuter living in the area.

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.

In terms of tenure pattern for the SOAs, in 2001, SOA 010B, 74.07% was owner occupied

(owned outright or with a mortgage / loan. In SOAs 010C, 012A and 012B, this figure was

79.14%, 97.64% and 47.38% respectively. The figures for SOAs 010B, 010C and 012B were therefore lower than the percentage of owner occupied housing in the Borough (82%), but SOA

012A had a higher percentage of owner occupied housing in the Borough.

The tenure pattern in Hinckley and Bosworth also differs significantly from the national and regional picture. The figure of 82% of owner occupied (owned outright or with a mortgage / loan) households in the Borough, is higher than 80% in Leicestershire, 71.6% in the East Midlands and

68% in England as a whole.

In terms of SOA data, in 2001, the percentage of households renting from the council / housing association in SOA 010B was 3.15%. In SOAs 010C, 012A and 012B, this figure was 15.91%,

0% and 44.23% respectively. The figures for SOA 010B and 012A were therefore lower than the percentage of households rented from the council / housing association (10.6%), but for SOAa

010C and 012B, the percentage was higher.

The percentage of households renting from the council / housing association in Hinckley and Bosworth (10.6%) was therefore lower than the county (11%), regional (17.5%) and national averages (19.3%).

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 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.

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 of room for improvement. There are an estimated 7,100 households who could be experiencing, or at risk from, fuel poverty.

In 2006 the average house price in Hinckley and Bosworth Borough was £171,367. This was above the average house price in the East Midlands (£163,225), but below the average house price in Leicestershire (£186,669) and England as a whole (£207,573) in the same year. However, house prices in the Borough have more than doubled since 1999, rising faster than regional and national averages, and consequently are now out of the reach of most first time buyers.

For the period October to December 2006, a search based on postcode LE10 0 showed the average house price in Hinckley Town Centre to be £144 131. (It should be noted that this figure is based on a limited number of properties, and may not be a true representation of house prices in the Town Centre).

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 Hinckley and Bosworth Housing Needs Study (2004) estimated the need for affordable housing in the Borough based on the Basic Needs Assessment Model (BNAM), in accordance with Government guidance. The results of this study concluded that there was a shortfall of around 254 affordable homes per annum, smaller properties with 1 or 2 bedrooms being needed most. There will also be a shortfall in the amount of housing for owner occupation. Shortfalls are more pronounced in Barwell, Earl Shilton, Hinckley and Burbage.

In addition, as part of the Housing Needs Study, a Balancing Housing Markets (BHM) analysis was undertaken to examine the extent to which housing supply and demand are ‘balanced’ across tenure and property size. The BHM analysis suggested a shortfall in affordable housing of

178 homes per annum, in accordance with the conclusions of the BNAM.

According to the Hinckley and Bosworth Housing Strategy 2005-2008 11% of households in the Borough included someone with a specific need, many of which are accommodated in unsuitable housing. Physical disability is the biggest specific need in the Borough, followed by the elderly, people with mental problems and people with learning disabilities. According to the Hinckley and Bosworth Housing Strategy 23.6% of households in the Borough contain older persons only.

49.7% of all Council accommodation is occupied by older persons only.

Homelessness has been identified as being a growing problem in the Borough. According to the Hinckley and Bosworth Housing Strategy 2005-2008 homelessness has more than doubled in 4 years and is an increasing problem among young single people.

4.2.8 Traffic and Transport

*Road Network*

Hinckley Town Centre is approximately 2 miles from both the M69 that links Hinckley with Coventry and Leicester, and the A5. The A47 to Leicester and the A447 to northwest Leicestershire provide access routes to and from the area.

The main access roads into and from Hinckley Town Centre are the B4667 and the B4668 (from the A47), the B4666 and the B578 off the A5, and the B4109 and the B4669 (that provide access from the M69).

*Private Car Use*

In 2001, 46.84% of households in SOA 010B owned at least one car or van. For SOAs 010C,

012A and 012B, the percentage of households that owned at least one car or van was 51.33%,

48.81% and 47.25% respectively. The figures for each SOA were therefore lower than both the

% of households in the Borough that owned at least one car or van (83.26%), and the 53% of households in the Town Centre area that did.

The figure for the Borough (83.26%) is higher than the rate for Leicestershire (83.19%), The East

Midlands (83.19%) and England as a whole (73.16%).

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, 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.

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 Hinckley Town Centre Renaissance Masterplan identifies that high levels of circulating traffic are caused by people entering Hinckley and not knowing where the centre or the main car parks are.

The draft Preferred Options for Hinckley’s AAP states that an improvement is required in the quality and management of existing parking for shoppers and visitors to the town centre. In addition to this, car parking facilities at the train station are highlighted as being poor.

Construction works to implement a £1.5 million pedestrian scheme, jointly funded by Leicestershire County Council and Hinckley and Bosworth Borough Council, were completed during 2003 and 2004. The work included the removal of through traffic from Regent Street and significant enhancement of the pedestrian environment in the town centre area.

*Public Transport*

The data for the SOAs identified within the Town Centre area show a large variation in the percentage of people using public transport to get to work: SOA 010B: 4.16%, SOA 010C: 2.05%, SOA 012A: 1.96%, SOA 012B: 2.64%, with the all being below the average rates for the Borough as a whole (4.39%). This reflects the high levels of private car use in the Borough.

The figure for public transport in the Borough of 4.39% compares 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. In contrast, approximately 28% of people living in the Town Centre area cycle or walk to work, which is significantly higher than the national average.

The main form of public transport in the Borough is bus. The Town Centre contains a bus station that is located off Waterloo Road, southeast of the Town Centre. The main bus stops in the Town Centre are found along Waterloo Road, The Borough and Regent Street.

There are 33 local bus services that operate to, from and within Hinckley Town Centre. Express coach services are offered to the following destinations: Atherstone, Bedworth, Coalville, Coventry, Leicester, Market Harborough and Nuneaton.

There are 5 services are available that go from Hinckley Town Centre to Conventry, run by 4 different operators. The main service (operated by MR South) is every 20 minutes (Monday to Saturday) and every 60 minutes on a Sunday.

There are 4 services are available that go from Hinckley Town Centre to Leicester. These are run by 2 operators; MR South and Fox. The most regular service (operated by MR South) is every 20 minutes (Monday to Saturday) and every 60 minutes on a Sunday.

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

Train services in Hinckley and Bosworth are limited. Hinckley is served by trains from Birmingham New Street, Coventry, 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.

The train station in Hinckley is found on Hawley Road, approximately 600 metres south of the Town Centre. The draft Preferred Options for Hinckley’s AAP highlights that this leads to poor connections. It is also highlighted that passenger facilities at the station are poor.

*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.

In Hinckley, there are a number of cycle routes and lanes throughout the Town Centre, but 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. Hinckley and Bosworth Borough Council has prepared a cycle network plan for the Hinckley urban area and plans to extend this to the rural part of the Borough.

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.

The Town centre contains the main shopping area in the Borough, a number of town centre car parks, offices and entertainment establishments. The draft Preferred Options for Hinckley’s AAP highlights that the majority of entertainment establishments are pubs that are predominantly aimed at the younger end of the market, and that Hinckley may be losing out to competing centres that offer a more diverse range and better quality of evening and social activities.

Open space and playing fields provide informal and formal recreation for all ages. The NPFA2 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:

2 The National Playing Fields Association is now known as ‘Fields In Trust’

• 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.

• At least one accessible 500 hectare site within 10 kilometres of home.

Argents Mead is the principal public space in the town centre. This provides a landscaped area, incorporating a bandstand, seating for 100 people, a war memorial, an ancient moat and the parish church of St.Marys.

Hollycroft Park and Queens Park are both located on the edge of the Town Centre. Amenities in Hollycroft Park, located less than a kilometre northwest of the Town Centre, include formal park ground, tennis courts, bowling green and clubhouse. Queens Park, located less than a kilometre east of the Town Centre, contains a play area for toddlers and juniors as well as traditional park landscape.

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. One of the biggest quantitative shortfalls in the provision of equipped play space is in Hinckley (1.2 ha). It is recommended that as well as new provision, existing equipped areas are improved and expanded to include a range of facilities.

The Hinckley Town Centre Renaissance Masterplan identifies a potential increase in greenspace of 7,265m2 over the next 5-15 years, as well as providing new and improved public spaces in the town centre, specifically Argents Mead, the Castle Mound and the Railway Station forecourt.

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.

4.2.10 Key Sustainability Issues

The key sustainability issues relating to the socio-economic situation are:

• **The need to diversify the economic base to reduce reliance upon traditional manufacturing industries.**

• **Poor growth in public administration, education and health, financial and business services and 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.**

• **The need to maintain Hinckley as a service centre.**

• **Ageing population of the Borough.**

• **Poor rank of living environment score for Super Output Areas 010B and 010C.**

• **The need to reduce crime, the fear of crime and anti-social behaviour.**

• **The need to tackle health issues in the Borough.**

• **The need to improve education and skills attainment levels, in particular for adults.**

• **The need to provide appropriate housing in terms of price and tenure.**

• **The need to improve the energy efficiency of housing.**

• **Shortfall in amount of housing for owner occupation in Hinckley.**

• **High levels of homelessness in the Borough.**

• **High levels of private car use.**

• **Traffic flow and road safety issues.**

• **The need to encourage walking, cycling and the use of public transport as viable alternatives to the private car.**

• **The need to improve the provision and standard of parks and open spaces within the**

**Borough.**

**4.3 Environmental Baseline**

4.3.1 Introduction

This section sets out the existing environment in the Hinckley Town Centre area 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).

• The Sustainable Development Unit [UK Govt.]

• The Department for Communities and Local Government

• The Land Registry (www.landregistry.gov.uk).

• The National Land Use Database

• The Department for the Environment, Food and Rural Affairs (www.defra.gov.uk).

• Leicestershire County Council (www.leics.gov.uk).

• The Renewable Energy Statistics database for the UK (www.restats.org.uk).

• The UK Air Quality Archive (www.airquality.co.uk).

• The Environment Agency (www.environment-agency.gov.uk).

• Natural England (www.naturalengland.org.uk).

• The Multi-Agency Geographic Information for the Countryside database (www.magic.gov.uk).

• English Heritage (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 and Rutland Historic Environment Record (HER).

• Leicestershire Municipal Waste Management Strategy.

• 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).

• Hinckley and Bosworth Landscape Character Assessment (2006).

4.3.2 Water Environment

*Surface Water*

Hinckley and Bosworth Borough lies within the River Tame, Anker and Mease catchment area. This catchment area covers approximately 1800km2 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.

Battling Brook is found within the western sector of the Hinckley Town Centre area, and is culverted beneath Orkney Close and Westray Drive in the vicinity of Hollycroft Park.

The Environment Agency has a number of water quality monitoring points within the Borough, but none are found within the Town Centre. The nearest water quality monitoring point is to the south east of the Town Centre by the sewage works. The monitoring point is on Sketchley Brook, between Brookfield Road Bridge and Hinckley sewage treatment works. Other water quality monitoring points in the area are situated on stretches of the River Ankar.

Both the River Anker and Sketchley Brook are currently meeting their river water quality targets.

*Groundwater*

In terms of groundwater, the Environment Agency Groundwater Vulnerability Map Sheet Number

23 (Leicestershire) shows that the majority of the Hinckley Town Centre is underlain by a Non Aquifer with soils of negligible permeability. Non Aquifers are generally regarded as containing insignificant quantities of groundwater. A small proportion of the Town Centre is underlain by a

minor aquifer (predominantly located centrally and to the south / southwest of the Town Centre).

Minor Aquifers can be fractured or potentially fractured rocks which do not have a high primary permeability, or other formations of variable permeability including unconsolidated deposits. Although these aquifers will seldom produce large quantities of water for abstraction, they are important, they are important both for local supplies and for supplying base flow to rivers. Formations of high permeability are highly vulnerable to contaminants, and have the potential to transmit a wide variety of pollutants.

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

*Flood Risk*

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 the Town Centre falls outside of areas at risk from flooding by rivers. The chance of flooding in the Town Centre each year is therefore 0.1% (equivalent to 1 in 1000) or less.

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.

*Water Resources and Foul Drainage*

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 (SuDS) 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.

The nearest sewage works to Hinckley Town Centre is the Sketchley Sewage Works to the south-west.

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.

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 WYGE 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 units3

in total:

• Burbage Woods and Aston Firs.

• Kendalls Meadow.

• Sheepy Fields.

• Ashby Canal.

• Botcheston Bog.

• Cliffe Hill Quarry.

• Groby Pool Woods.

The nearest SSSI to the Town Centre is Burbage Wood and Aston Firs, located approximately

1100m to the east. According to the Natural England, in July 2007, 42.8% of the area is favourable, and 57.2% of the area is unfavourable no change (‘favourable’ being that the SSSI land is being adequately conserved and is meeting its conservation objectives, and ‘unfavourable

no change’ being that the special interest of the SSSI unit is not being conserved and will not

reach favourable condition unless there are changes to the site management or external pressures).

*Non-Statutory Sites*

Wildlife Sites (WS) 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 LWS in Hinckley and Bosworth Borough which are significant to

Leicestershire in terms of flora or fauna. There are, however, no LWS within Hinckley Town

3 SSSI units are divisions of SSSIs used to record management and condition details. Units are the smallest areas for which Natural

England gives a condition assessment.

Centre. The two LWS nearest to the Town Centre can be found south of the Town Centre, north of the sewage works, and on Ashby Road, north of the cemetery, northeast of the Town Centre.

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).

• Billa Barra Hill LNR.

The nearest LNR to the Town Centre is Burbage Common and Woods, located approximately

1100m to the north-east.

Habitats and Species

The Leicester, Leicestershire and Rutland 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 Leicester, Leicestershire and Rutland BAP identifies the following habitats which may or may not be present in the Town Centre:

• Urban Habitats, which may include the following:

- Remnants of old habitats such as ancient woodlands and unimproved meadows.

- Buildings and other structures.

- Derelict land, including disused industrial land, demolition sites and waste ground.

- Wetlands, including rivers, books, ponds, lakes, flooded gravel pits and canals.

- Allotments.

- Parks and gardens.

- Railway lines.

- Plantations, avenues of trees and scrub.

- Amenity grassland.

- Cemeteries and churchyards.

- Mature trees.

• Woodland and scrub habitat, which may include the following:

- Ancient semi-natural woodland.

- Broad leaved woodland of secondary origin.

- Orchards.

- Parks and gardens.

- Hedgerows.

- Scrub.

-

• Wetland habitats, which may include the following:

- Rivers and streams.

- Springs and flushes.

The Leicester, Leicestershire and Rutland BAP contains Habitat Action Plans for the following habitats which may or may not exist in the Town Centre and surrounding area:

• Hedgerow habitat.

• Mature trees habitat.

• Lowland wood pasture and parkland habitat.

• Rocks and built structures habitat.

• Roadside verge habitat.

• Springs and flushes habitat.

The Leicester, Leicestershire and Rutland BAP identifies the following species which may or may not be present in the Town Centre area:

Mammals:

• Otter.

• Water Vole

• Noctule bat.

• Pipistrelle bat.

• Brown long eared bat. Birds:

• Snipe.

• Yellowhammer.

• Bullfinch.

• Turtle dove.

• Tree sparrow.

• House martin. Invertebrates:

• White letter hair streaked butterfly.

• Jewel beetle.

• Leaf beetle.

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.

Hinckley and Bosworth Borough Council 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.

4.3.4 Landscape and Visual Amenity

*Townscape*

Hinckley Town Centre is the main shopping area in the Borough. It contains car parks, offices, entertainment centres, and other commercial uses.

Part of the central area of the town has been designated a conservation area containing a Scheduled Monument and several buildings of architectural or historical interest. The main open area in the Town Centre is Argents Mead. This area contains an ancient moat and the parish church of St Marys.

The draft Preferred Options for Hinckley’s AAP highlights however that the centre lacks a feeling of cohesive quality, with areas of high quality historic environment interspersed with areas of poor environmental quality. Certain parts of the town are described as having a mixed or undistinguished character, others are affected by proximity to busy roads, and some just require environmental improvements. Gateways into the town centre are described as failing to reflect

the city’s status and its identity.

An assessment of the townscape of Hinckley has been undertaken as part of the Hinckley and Bosworth Landscape Character Assessment, details of which are available on the Hinckley and Bosworth Borough Council website (www.hinckley-bosworth.gov.uk).

Table 4.2 lists the key urban characteristics of Hinckley as listed in the Hinckley and Bosworth

Landscape Character Assessment.

**Table 4.2 Key Urban Characteristics of Hinckley**

**Key Urban Characteristics of Hinckley**

• A diverse urban character of varied architectural styles.

• Historic core focused upon the Market Place, Parish Church and its green space.

• Retail uses concentrated within the centre, and residential and industrial mix surrounds.

• Buildings materials dominated by red brick, some of which are rendered or painted. Wide range of window styles and roofing materials.

• Within central shopping and industrial areas, buildings generally front onto the street.

Those with small frontages are generally bounded by railings.

• Anonymous, more recent, suburban development lacks local distinctiveness.

• There is an absence of a clearly identified central civic space.

*Landscape*

Hinckley and Bosworth falls within the Countryside Agency Landscape Character Area 94: Leicestershire Vales. The key characteristics of this area are given in Table 4.3.

**Table 4.3 Leicestershire Vales Landscape Character Area Characteristics**

**Key Landscape Characteristics of the Leicestershire Vales**

• 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.

• 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.

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 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.

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 Hinckley and Bosworth Borough Council 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:

• Area between Groby, Martinshaw Wood, Ratby and the Borough boundary.

• Area between Hinckley/Burbage and Barwell/Earl Shilton.

• Area between Ratby and Kirby Muxloe.

• Area between Groby and Anstey.

4.3.5 Geology

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.

The British Geological Survey (BGS) Map 169: Coventry (Solid & Drift Edition) indicates that the solid geology underlying the Hinckley Town Centre is Arden Sandstone Formations of the Mercia Mudstone Group (Triassic), primarily comprising red gypsiferous mudstone, and brown siltstones

/ mudstones. Beneath this formation, the geology comprises the Bromsgrove Sandstone Formation (buff micaceous sandstone with thin mudstone beds) and the Polesworth Formation (red sandstone with subordinate conglomerate beds).

The BGS 169: Coventry (Solid & Drift Edition) indicates the presence of glaciolacustrine drift deposits, comprising yellow to brown stoneless clay and silt.

As highlighted in Section 5.3.2, Environment Agency Groundwater Vulnerability Map Sheet Number 23 (Leicestershire) shows that the majority of the Hinckley Town Centre is underlain by a Non Aquifer with soils of negligible permeability. Aquifers of negligible permeability have limited vulnerability to contaminants from the surface, and are therefore unlikely to transmit a wide range of pollutants.

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.

Hinckley and Bosworth Borough Council is the principle regulator with respect to contaminated land. The Borough Council 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.

• ‘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.

It is unknown whether any contaminated land sites exist within the Hinckley Town Centre.

4.3.6 Waste Management

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 Hinckley and Bosworth Borough Council records, 22 listed buildings exist in and on the border of Hinckley Town Centre, as shown inTable 4.4. In addition to this, there are a number of listed buildings associated with the conservation areas of Druid Street and Hollycroft Park.

**Table 4.4 Listed Buildings in and on the border of Hinckley Town Centre**

|  |  |  |
| --- | --- | --- |
| **Listed Building** | **Location** | **Grade** |
| The Great Meeting Chapel | Blaine’s Lane | Grade II\* |
| Framework Knitters Cottages | 30 Lower Bond Street | Grade II |
| Church of the Holy Trinity | Trinity Vicarage Road | Grade II |
| United reform Church | The Borough | Grade II |
| 3 The Borough | The Borough | Grade II |
| 5 The Borough | The Borough | Grade II |
| 6a The Borough | The Borough | Grade II |
| 8 The Borough | The Borough | Grade II |
| 2 and 2a Castle Street | Castle Street | Grade II |
| 4 Castle Street | Castle Street | Grade II |
| 11 Castle Street | Castle Street | Grade II |
| 19 Castle Street | Castle Street | Grade II |
| 23 Castle Street | Castle Street | Grade II |
| 25 Castle Street | Castle Street | Grade II |
| 27, 29& 31 Castle Street | Castle Street | Grade II |
| 35 and 37 Castle Street | Castle Street | Grade II |
| 53 and 55 Castle Street | Castle Street | Grade II |
| 64 Castle Street | Castle Street | Grade II |
| War Memorial Wall, Argent's  Mead Walk | The Castle | Grade II |
| War Memorial, Argent's Mead  Walk | The Castle | Grade II |
| Church of the Assumption of  St Mary | Church Walk | Grade II\* |
| 3 and 5 Station Road, (Former  Library) | Station Road | Grade II |

*Scheduled Monuments*

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

According to records held by Hinckley and Bosworth Borough Council there are 22 SMs 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.

One SM exists within the Hinckley Town Centre. This feature comprises the remains of the Motte and Bailey Castle at Hinckley, and is situated in Hinckley and Bosworth SOA 010B on the eastern side of the Town Centre, off Castle Street.

*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. There are two Conservation Areas within the Town Centre: Hinckley Town Centre Conservation Area and Druid Street Conservation Area.

Hinckley Town Centre Conservation Area is centred on Castle Street, Regent Street and the area around the Baptist Chapel. Some buildings in the area are listed as being of national importance.

The Druid Street Conservation Area is northeast of Hollycroft Park, and covers the majority of Druid Street and some of Spencer Street and Albert Road. Druid Street was a major centre for the town’s industrial development from the late 19th Century to the mid 20th Century.

In addition to the two conservation areas found within the Town Centre boundary, Hollycroft Park

Conservation Area is located in close proximity to the western boundary of the Town Centre.

Hinckley and Bosworth Borough Council 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.

*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 HER for Leicestershire and Rutland. This database contains all known archaeological sites in Leicestershire and Rutland as well as other historic features such as SMs, 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 Hinckley and Bosworth for archaeological sites to exist that are currently unknown and so are not specifically designated.

4.3.8 Noise

There is no baseline data currently available relating to noise within the Hinckley Town Centre. The major sources of noise within the Town Centre are considered to be principally associated with the road corridors. The main roads in the area that may be associated with increase levels of noise are those entering the Town Centre: the B4668 (Holliers Walk), the B4667 and Hollycroft. There may also be noise associated with the pubs found in the Town Centre, which are associated with the mass pub trade predominantly aimed at the younger end of the market.

4.3.9 Air Quality

Hinckley and Bosworth Borough Council is responsible for the review and assessment of air quality in Hinckley and Bosworth Borough. In 2000 the Council 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.

The first AQMA was based on Trinity Lane, incorporating its junction with Coventry Road, Mansion Street and Hollycroft, in the Town Centre of Hinckley. The second AQMA was based in Ratby, on Groby Road, approximately 12 miles north east of Hinckley.

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 Hinckley and Bosworth Borough Council. As a result, both AQMAs were revoked.

Hinckley and Bosworth Borough Council 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 Climate Change

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.

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.**

• **The need to protect and enhance habitats and protect species, in particular those listed within the Leicester, Leicestershire and Rutland BAP.**

• **The need to protect the historic landscape character of the Town Centre.**

• **The potential for contaminated land.**

• **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.**

• **The need to protect and preserve the conservation areas.**

• **Noise pollution associated with road corridors in the Borough and the mass pub trade in the Town Centre that is predominantly aimed at the younger end of the market.**

• **The need to maintain and improve air quality in the Borough.**

• **The need to manage the causes and impacts of climate change.**

**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 5.4 below.

Table 4.5 shows whether the issue is social, economic, environmental or cross cutting (covers more than one category). It identifies the implications for the SPD and the potential degree of influence that the SPD will have on the issue.

**Table 4.5 Key Sustainability Issues**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Issue** | **Eco** | **Soc** | **Env** | **Implications for the SPD** | **Potential Influence of the SPD** |
| **The need to diversify the**  **economic base to reduce**  **reliance upon**  **traditional manufacturing industries** | 9 | 9 |  | N/A | N/A |
| **Poor growth in public**  **administration,**  **education and health, financial and business services and knowledge sectors** | 9 | 9 |  | The SPD needs to consider what is required to attract investment to the town centre. For example, making improvements to the public realm and improving the transport  network. | Minor |
| **High long term unemployment rate in comparison to other Boroughs / Districts** | 9 | 9 |  | The SPD needs to consider what is required to attract investment to the town centre, and therefore create jobs. For example, making  improvements to the public realm and improving the transport network. | Minor |
| **The need to maintain the EAR of the Borough** | 9 | 9 |  | The SPD needs to consider what is required to attract investment to the town centre. For example, making improvements to the public realm and improving the transport network. | Minor |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Issue** | **Eco** | **Soc** | **Env** | **Implications for the SPD** | **Potential Influence of the SPD** |
| **Below average gross weekly pay rates in the**  **Borough in**  **comparison to county and national averages** | 9 | 9 |  | N/A | N/A |
| **The need to maintain Hinckley as a service centre** | 9 | 9 |  | N/A | N/A |
| **Ageing population of the Borough** | 9 | 9 |  | N/A | N/A |
| **Poor rank of living environment**  **score for Super**  **Output Areas**  **010B and 010C** |  | 9 |  | N/A | N/A |
| **The need to reduce crime, the fear of crime and anti-social behaviour** |  | 9 |  | The SPD needs to consider what  is needed to reduce crime, the fear of crime and anti-social behaviour. For example, encouraging crime reduction in design, and encouraging community interaction to reduce the fear of crime. | Moderate |
| **The need to tackle health issues in the Borough** |  | 9 |  | The SPD needs to needs to  consider what is required to improve health in the Borough. For example, reducing vehicular traffic to improve air quality, and encouraging walking and cycling. | Minor |
| **The need to improve education and**  **skills attainment**  **levels, in particular for adults** | 9 | 9 |  | N/A. | N/A |
| **The need to provide**  **appropriate**  **housing in terms of price and tenure** | 9 | 9 |  | N/A | N/A |
| **The need to improve the energy efficiency**  **of housing** |  | 9 | 9 | N/A | N/A |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Issue** | **Eco** | **Soc** | **Env** | **Implications for the SPD** | **Potential Influence of the SPD** |
| **Shortfall in amount of housing for**  **owner**  **occupation in**  **Hinckley** | 9 | 9 |  | N/A | N/A |
| **High levels of homelessness in the Borough** |  | 9 |  | N/A | N/A |
| **High levels of private car use** |  | 9 | 9 | The SPD needs to consider what  is required to reduce levels of private car use. For example, reducing vehicular traffic overall, and making available and encouraging use of public transport, walking and cycling. | Moderate |
| **Traffic flow and road safety issues** | 9 | 9 | 9 | The SPD needs to consider what  is required to improve traffic flow and road safety. For example, reducing vehicular traffic, and encouraging use of public transport, walking and cycling. | Moderate |
| **The need to encourage**  **walking, cycling**  **and the use of public transport as viable alternatives to the private car** |  | 9 | 9 | The SPD needs to encourage alternatives to the private car by ensuring that appropriate measures are proposed such as public transport, walking and cycling measures. | Moderate |
| **The need to improve the**  **provision and standard of**  **parks and open**  **spaces within the**  **Borough** |  | 9 |  | N/A | N/A |
| **The need to protect surface**  **waters and groundwater** |  |  | 9 | N/A | N/A |
| **The need to prevent**  **increases in surface water**  **run-off and flood risk** |  |  | 9 | N/A | N/A |
| **Scarcity of water resources in the**  **East Midlands region** | 9 | 9 | 9 | N/A | N/A |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Issue** | **Eco** | **Soc** | **Env** | **Implications for the SPD** | **Potential Influence of the SPD** |
| **The need to protect and enhance habitats**  **and protect**  **species, in particular those listed within the Leicester, Leicestershire and Rutland BAP** |  |  | 9 | N/A | N/A |
| **The need to protect the historic landscape character of the town centre** |  | 9 | 9 | The SPD needs to consider what is required to protect the historic landscape character of the town  centre. For example, by encouraging public realm improvements that will complement the character of the town centre. | Minor |
| **The potential for contaminated**  **land in the Town**  **Centre AAP area** |  |  | 9 | N/A | N/A |
| **The need to reduce waste**  **produced and**  **increase the proportion of waste recycled and composted** |  |  | 9 | N/A | N/A |
| **The need to protect historic, cultural and archaeological sites and their settings** |  | 9 | 9 | The SPD needs to consider what is required to protect historic, cultural and archaeological sites and their settings. For example, by encouraging public realm improvements that will complement these sites. | Minor |
| **The need to protect and**  **preserve the conservation**  **areas that exist**  **in the Town**  **Centre AAP area** |  | 9 | 9 | The SPD needs to consider what is required to protect conservation areas. For example, by encouraging public realm improvements that will complement the character of these areas. | Minor |
| **Noise pollution associated with**  **road corridors in the Borough and**  **the mass pub**  **trade in the Town Centre that is predominantly aimed at the younger end of the market** |  | 9 | 9 | The SPD needs to consider what is required to reduce noise pollution associated with road corridors in the Borough. For example, by reducing vehicular traffic, and encouraging use of public transport, walking and cycling. | Minor |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Issue** | **Eco** | **Soc** | **Env** | **Implications for the SPD** | **Potential Influence of the SPD** |
| **The need to maintain or improve air quality in the Borough** |  | 9 | 9 | The SPD needs to consider what  is required to maintain or improve air quality in the Borough. For example, by reducing vehicular traffic, and encouraging use of public transport, walking and cycling. | Minor |
| **The need to manage the causes and impacts of climate change** | 9 | 9 | 9 | The SPD should address the  causes of climate change. For example, by reducing vehicular traffic, and encouraging use of public transport, walking and cycling, therefore reducing greenhouse gas emissions. | Minor |

**5.0 SUSTAINABILITY APPRAISAL OF THE HINCKLEY TOWN CENTRE STRATEGIC TRANSPORT DEVELOPMENT CONTRIBUTIONS 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. 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. An Appraisal Table has been produced detailing the social, economic and environmental effects of the SPD. Measures to mitigate adverse effects and to enhance beneficial effects have been recommended where possible.

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, detailed in Table 2.2.

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.

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 ODPM 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.

**Table 5.2 Significance of Effects**

|  |  |
| --- | --- |
| **Significance of Effects** | |
| **Direct Effects** | **Indirect Effects** |
| ÏÏ Major beneficial | ÎÎ Major beneficial |
| Ï Minor beneficial | Î Minor beneficial |
| × Potentially beneficial | Ö Potentially beneficial |
| Ø Potentially adverse | Õ Potentially adverse |
| Ð Minor adverse | Í Minor adverse |
| ÐÐ Major adverse | ÍÍ Major adverse |
| Ú Potentially beneficial or adverse | |
| Ù No significant effect | |

5.2.2 Limitations

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

It should be noted that the framework contained within the SPD was developed for use with the proposals set out within the Hinckley town centre masterplan. However, on adoption as an SPD the intention is that the framework can be applied to any new development within the town centre. At a strategic stage it is therefore only possible to consider the ‘potential’ impacts that could arise as future development proposals and the associated recommendations of the framework are not apparent.

**5.3 Sustainability Appraisal of the Supplementary Planning Document**

5.3.1 Options Appraisal

Unlike the DPD process, there is no statutory requirement to consider options when developing

SPDs. However, in line with the SEA Directive the SA process investigated the ‘do nothing’ or

‘business as usual’ scenario. This scenario assumes that, in the absence of the SPD, Policy IMP1 of the Local Plan would continue to be implemented and as such it has been appraised, an Appraisal Table detailing the outcome of this is provided in Appendix E.

5.3.2 Significant Effects of the Supplementary Planning Document

This section gives an overview of the beneficial and adverse effects associated with the SPD. Full details of the effects are given in the Appraisal Tables in Appendix E. Implementation of the SPD is likely to have a number of social and environmental effects.

Against social objectives the SPD is likely to be beneficial, with the potential to have effects on health, culture and heritage, community safety, and accessibility.

In terms of health, certain transport measures may result in a reduction in vehicular traffic, therefore potentially reducing levels of air pollution and increasing safety for pedestrians. Measures concerning walking and cycling may encourage healthier lifestyles, and improvements to the public realm in general are likely to contribute towards general well being.

Public realm improvements may also incorporate the celebration of local heritage and provide venues for cultural and leisure activities, as well as encouraging community interaction. Increased community interaction, combined with the use of Secured by Design principles, has the potential to result in an overall increase in community safety and crime prevention.

Finally, measures to encourage the use of public transport, walking and cycling are likely to contribute towards accessibility, particularly for those without access to a private car.

Against environmental objectives, the effects associated with the SPD are also likely to be predominantly beneficial, specifically in relation to air pollution levels and greenhouse gas emissions. There is potential for these to decrease as a result of measures to reduce vehicular traffic and encourage use of public transport, walking and cycling, including encouraging the use of travel plans for new employment use development.

The SPD may also help conserve and enhance the character of Hinckley town centre and protect the historic built environment by reducing vehicular traffic, and, depending on implementation, by making improvements to the public realm. However, there is also the possibility that public realm improvements may be detrimental if insensitively designed.

In terms of economic objectives, the SPD may result in public realm improvements that could help to attract investors to the town centre. Enhancements to the transport network may also contribute towards this. New investment may have the knock on effect of job creation.

To summarise, the majority of the effects associated with the SPD have the potential to be beneficial, in terms of social, environmental and economic objectives. Potential adverse effects will depend upon ground level implementation.

It should be noted that although the framework may recommend parking in relation to new development, for the purposes of this appraisal, it is considered that impacts associated with the possible increase in private car use are attributable to the development itself and would be dealt with through the application of an appropriate ground level appraisal process.

**5.4 Recommendations**

It is a requirement of the SEA Directive that measures are taken in order to maximise beneficial effects and minimise adverse effects of any predicted impacts. These should be implemented and monitored by Hinckley and Bosworth Borough Council as part of the SPD. It should be noted that any recommendations are made as suggestions only and that Hinckley and Bosworth Council will determine their implementation.

The following hierarchy is used when determining mitigating measures for adverse impacts:

• **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. Measures 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.

As the framework is essentially a process by which new development can be appraised, many of the recommendations that can be made relating to potential impacts are outside the scope of what can be achieved through implementation of the SPD. More suitable ground level appraisal processes and more project specific measures will be required, and these cannot be determined at this strategic stage.

In general, public realm improvements should be sensitively designed with townscape, the historic environment, community safety and encouraging social interaction in mind. An emphasis should be placed on providing links and improving accessibility for pedestrians across the town centre. Where possible, efforts should be made to reduce vehicular traffic and private car use.

**6.0 IMPLEMENTATION AND MONITORING**

**6.1 Next Steps**

The SPD will be consulted on for a period of 6 weeks. Hinckley and Bosworth Borough Council will then consider the responses to the public participation and produce their final document. 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 SPD are detailed in Table 6.1.

**Table 6.1 Next Steps in the SA**

|  |  |  |  |
| --- | --- | --- | --- |
| **ODPM Stage** | | **SA Steps** | **Links to the SPD Process** |
| Stage D Consulting on the SPD and the Sustainability Report | D1 | Consultation on the Sustainability  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. |

**6.2 Links to the Planning Process**

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 Hinckley and Bosworth Borough Council.

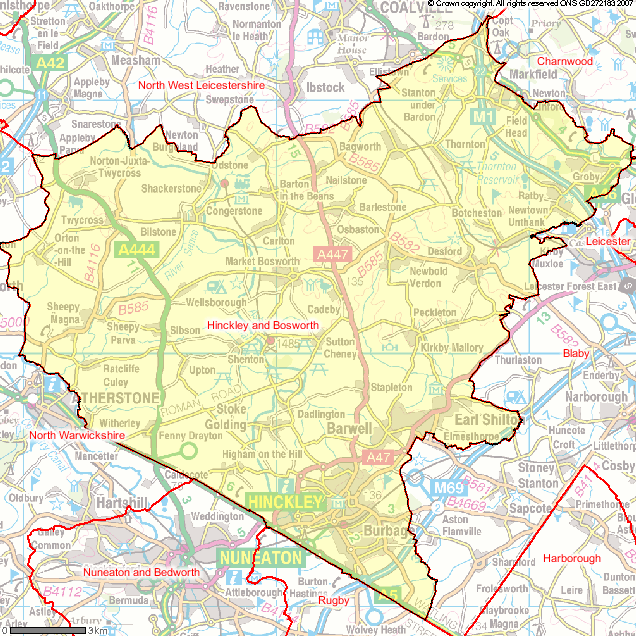
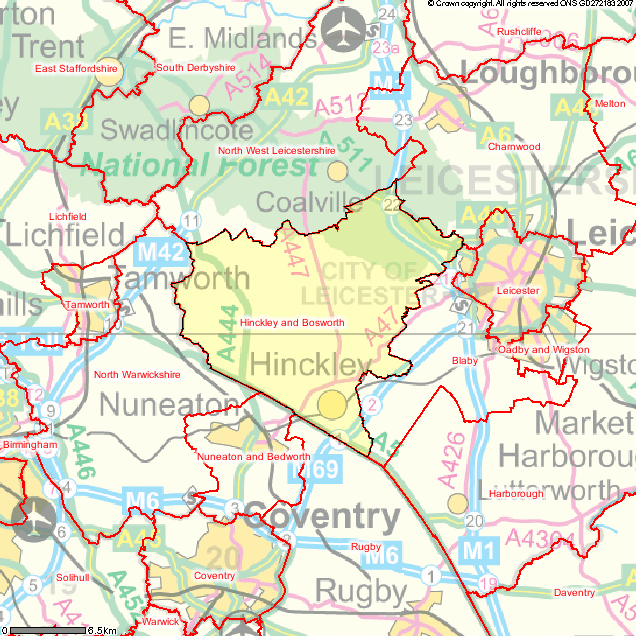
**6.3 Proposals for Monitoring**

Monitoring is an important part of SA because it ensures that the process is ongoing and does not simply end once the SPD has been adopted. Monitoring will enable Hinckley and Bosworth Borough Council to determine whether the implementation of the SPD is working towards achievement of the SA objectives.

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 F. 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 Hinckley and Bosworth Borough Council will determine the exact nature of monitoring for LDF documents.

It may be possible that some of these targets and indicators can be used to monitor the performance of the SPD. However, at this strategic stage the nature of future developments in the town centre and the potential proposals of the framework are not known. It is likely that a more specific approach to monitoring will need to be developed in relation to actual ground level proposals. It will be important to determine whether or not future recommendations made by the framework are having adverse impacts that cannot be predicted at this strategic stage, which may in turn help to determine whether or not the framework is prioritising suitable measures in terms of sustainability.

**FIGURES**



|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | | | | |
| Reproduced from the Office of National Statistics with the permission of Her Majesty’s Stationery Office, © Crown Copyright  White Young Green License No.  C02W0007330 | White Young Green Environmental  Arndale Court Headingley Leeds  LS6 2UJ  Tel: 0113 278 7111  Fax: 0113 275 0623  E-mail: [enviro.leeds@wyg.com](mailto:enviro.leeds@wyg.com) | | | |
| CLIENT: Hinckley and Bosworth Borough Council | | | |
| PROJECT: SA of the Hinckley Town Centre Strategic Transport  Developments Contribution SPD | | | |
| TITLE: Study Area | | | |
| DATE: February 2008 | | | PROJECT No: E6915-49  FIG No:  1 |
| DRAWN: HD | CHECKED: FMcD | APPROVED: PB |

**APPENDIX A REPORT CONDITIONS**

WHITE YOUNG GREEN ENVIRONMENTAL LTD

REPORT CONDITIONS

SUSTAINABILITY REPORT

SUSTAINABILITY APPRAISAL OF THE HINCKLEY

TOWN CENTRE STRATEGIC TRANSPORT DEVELOPMENT CONTRIBUTIONS SUPPLEMENTARY PLANNING DOCUMENT

HINCKLEY AND BOSWORTH BOROUGH COUNCIL

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

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

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

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

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

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

Although care is taken to select monitoring and survey periods that are typical of the environmental conditions being measured, within the overall reporting programme constraints, measured conditions may not be fully representative of the actual conditions. Any predictive or modelling work, undertaken as part of the commission will be subject to limitations including the representativeness of data used by the model and the assumptions inherent within the approach used. Actual environmental conditions are typically more complex and variable than the investigative, predictive and modelling approaches indicate in practice, and the output of such approaches cannot be relied upon as a comprehensive or accurate indicator of future conditions.

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

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

February 2007

N:\Projects\E6501-E7000\E006915-49\reports\Town Centre Strategic Transport Development Contributions

WHITE YOUNG GREEN ENVIRONMENTAL

**APPENDIX B**

**PLANS AND PROGRAMMES REVIEW**

Hinckley and Bosworth Borough Council Sustainability Report

Hinckley Town Centre Strategic Transport Development Contributions Supplementary Planning Document July 2008

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| Plan or Programme of  Relevance | Main Aims and Objectives | Implications for the Hinckley Town Centre Strategic Transport Development Contribution Supplementary Planning Document | Implications for the  Sustainability Appraisal |
| Planning Policy Guidance 13:  Internet Link: <http://www.communities.gov.uk/pub/138/PlanningPolicyGuidance13Transport_id1507138.pdf> | | | |
| Sets out a number of objectives to integrate planning and  transport at the national, regional, strategic and local level, and to promote more sustainable transport choices both for  carrying people and moving freight. | • Actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges.  • Locate day to day facilities which need to be near their clients in local centres so that they are accessible by walking and cycling.  • Accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling.  • Ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking, and cycling, recognising that this may be less achievable in some rural areas.  • In rural areas, locate most development for housing, jobs, shopping, leisure and services in local service centres which are designated in the development plan to act as focal points for housing, transport and other services, and encourage better transport provision in the countryside.  • Ensure that strategies in the development and local transport plan complement each other and that consideration of development plan allocations and local transport investment and priorities are closely linked.  • Use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys.  • Give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses.  Cont. | Relationships:  • Opportunities to reduce levels of private car use.  • Opportunities to encourage walking and cycling.  • Opportunities to encourage use of public transport.  • Opportunities to improve traffic flow and road safety issues.  • Opportunities to improve community safety.  Conflicts:  • Some of the objectives of the guidance are outside the scope of the SPD. | The SA should include objectives that seek to address the transportation issues as outlined in this guidance. |

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| Plan or Programme of  Relevance | Main Aims and Objectives | Implications for the Hinckley Town Centre Strategic Transport Development Contribution Supplementary Planning Document | Implications for the  Sustainability Appraisal |
| Planning Policy Guidance 13: | | | |
| Sets out a number of objectives to integrate planning and  transport at the national, regional, strategic and local level, and to promote more sustainable transport choices both for  carrying people and moving  freight. | • Consider how best to reduce crime and the fear of crime, and seek by the design and layout of developments and areas, to secure community safety and road safety.  • Protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements. | How could the aims be addressed in the SPD?  • The SPD should maximise opportunities to reduce levels of private car use.  • The SPD should maximise opportunities to encourage walking and cycling.  • The SPD should maximise opportunities to encourage the use of public transport.  • The SPD should maximise opportunities to improve traffic flow and road safety issues.  • The SPD should maximise opportunities to improve community safety. | The SA should include objectives that seek to address the transportation issues as outlined in this guidance. |

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| Plan or Programme of  Relevance | Main Aims and Objectives | Implications for the Hinckley Town Centre Strategic Transport Development Contribution Supplementary Planning Document | Implications for the  Sustainability Appraisal |
| Leicestershire Local Area Agreement (2006) | | | |
| Sets out a number of key priorities for improvement in Leicestershire in relation to  health, older people, children and young people, safety, the environment and economic development and enterprise, with a focus upon maximising partnership activity across the county. | Older People:  • Improved quality of life, independence and well being of older people.  • Improving the quality of support for older people living at home.  • Providing a wide range of housing options and increasing safety at home.  • Maximising income and improving use of income for older people.  • To reduce smoking prevalence amongst adults  Heal and children. nities:  thier Commu  • To achieve an improvement in peoples’ health.  • To increase participation in sport and active recreation.  • To improve mental health and well-being.  • To improve access to health services, including  Chil sexual health. g People:  dren and Youn  • Improved life chances and better opportunities for vulnerable young people.  • Improve educational progress and outcomes for all children.  • Improve physical and mental health of young  Safe people. unities:  r Comm  • To reduce overall crime particularly violent crime, domestic violence and hate crime.  • To reduce the level of offending by prolific offenders.  • To build respect in communities and reduce the level of anti-social behaviour.  • To reduce vulnerability and assist people to feel  Stro safe within priority neighbourhoods.  nger Communities:  • Building community cohesion and inclusion and  Clea increasing local participation in governance.  ner and Greener Communities:  • Improving waste management in Leicestershire: increasing levels of diversion from landfill, including recycling and composting.  • Improved cleanliness and attractiveness of towns and cities.  • Increased quality and uses of green spaces. Cont. | Relationships:  • Opportunities to encourage walking and cycling.  • Opportunities to improve peoples’ health.  • Opportunities to improve community safety.  • Opportunities to increase awareness of climate change.  Conflicts:  • Some of the objectives of the guidance are outside the scope of the SPD. | The SA should include objectives and requirements which address the key objectives and priorities of the Leicestershire Local Agreement. |

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| Plan or Programme of  Relevance | Main Aims and Objectives | Implications for the Hinckley Town Centre Strategic Transport Development Contribution Supplementary Planning Document | Implications for the  Sustainability Appraisal |
| Leicestershire Local Area Agreement (2006) | | | |
| Sets out a number of key priorities for improvement in Leicestershire in relation to  health, older people, children and young people, safety, the environment and economic development and enterprise, with a focus upon maximising partnership activity across the county. | • To increase cycling, walking and the level of outdoor activity.  • To increase awareness of and responses to climate change.  • Improve biodiversity and nature habitats.  Economic Development and Enterprise:  • Increase the number of businesses starting up within the County of Leicestershire.  • To increase the vitality and viability of town centres.  • Increasing skills and the number of people in employment.  • Working towards improving the provision of employment land and premises across the county.  • Increasing the number of businesses starting up and expanding in the county.  • Increase the contribution of tourism to the economy. | How could the aims be addressed in the SPD?  • The SPD should maximise opportunities to encourage walking and cycling.  • The SPD should maximise opportunities to improve peoples’ health.  • The SPD should maximise opportunities to improve community safety.  • The SPD should maximise opportunities to increase awareness of climate change. | The SA should include objectives and requirements which address the key objectives and priorities of the Leicestershire Local Agreement. |

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| Plan or Programme of  Relevance | Main Aims and Objectives | Implications for the Hinckley Town Centre Strategic Transport Development Contribution Supplementary Planning Document | Implications for the  Sustainability Appraisal |
| Hinckley and Bosworth Community Plan 2007-2012 | | | |
| Details the issues and concerns facing communities within Hinckley and Bosworth and sets out priorities and actions plans to improve the quality of life of people in the Borough. | • Strengthening communities – through support for community activity, volunteering and learning.  • Increasing the positive role of and opportunities for, young people and older people in their communities.  • Improving the provision and use of community and cultural facilities.  • Reducing crime, anti-social behaviour and fear of crime and improving confidence in the Police and criminal justice system.  • Revitalising town and village centres.  • Developing the role of selected ‘growth sectors’  through tailored programmes of support.  • Improving physical access to services and reducing congestion.  • Improving electronic access to services.  • Preventing ill health by increasing participation in healthier lifestyles and through support for individuals – targeting communities with poorest health.  • Improving sexual health and reducing teenage pregnancy.  • Achieving a cleaner Borough, targeting: litter, dog fouling, fly tipping and graffiti.  • Protecting and enhancing wildlife, heritage and rural and urban character.  • Reducing emissions of greenhouse gases.  • Reducing waste going to landfill.  • Secure decent, well-managed and affordable housing across the Borough – increasing its availability to meet expected needs. | Relationships:  • Opportunities to improve traffic flow and road safety issues.  • Opportunities to improve health.  • Opportunities to reduce emissions of greenhouse gases.  • Opportunities to improve physical access to services.  Conflicts:  • Some of the objectives of the guidance are outside the scope of the SPD. | The SA should include objectives and requirements which address the key priorities and issues identified in the Community Plan. |

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| Plan or Programme of  Relevance | Main Aims and Objectives | Implications for the Hinckley Town Centre Strategic Transport Development Contribution Supplementary Planning Document | Implications for the  Sustainability Appraisal |
| Hinckley and Bosworth Community Plan 2007-2012 | | | |
| Details the issues and concerns facing communities within Hinckley and Bosworth and sets out priorities and actions plans to improve the quality of life of people in the Borough. | See previous | How could the aims be addressed in the SPD?  • The SPD should maximise opportunities to improve traffic flow and road safety issues.  • The SPD should maximise opportunities to improve health.  • The SPD should maximise opportunities to reduce emissions of greenhouse gases.  • The SPD should maximise opportunities to improve physical access to services. | The SA should include objectives and requirements which address the key priorities and issues identified in the Community Plan. |

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| Plan or Programme of  Relevance | Main Aims and Objectives | Implications for the Hinckley Town Centre Strategic Transport Development Contribution Supplementary Planning Document | Implications for the  Sustainability Appraisal |
| Leicestershire Local Transport Plan 2006-2011, March 2006  Internet Link: <http://www.leics.gov.uk/index/highways/transport_plans_policies/ltp/ltp2_summary.htm#objectives_and_initial_targets_for_the_next_five_years> | | | |
| Sets out the transport strategy for the county, which is based on a thorough review of transport needs, and details a five year implementation programme. | • Tackling congestion, by increasing the use of public transport, walking and cycling with less growth in car mileage and more effective use of congested roadspace. The initial target is that congestion as measured by vehicle delays in the morning peak period should be no worse anywhere in Leicestershire in 2010 than it was in  2003.  • Improving access to facilities including employment, education, health care and food shopping, particularly where analysis shows the greatest levels of social deprivation. The initial target is for access times by scheduled public transport to main centres to be better in 2010 than they became in 2004 with the completion of our hourly bus services network.  • Reducing road casualties through local safety schemes and speed management activities as well as continuing road safety education, training and publicity campaigns. The initial target is to reduce the number of people killed and seriously injured on all roads in Leicestershire by 2010 to half the 1994 to 1998 average.  • Improving air quality in the traffic-related air quality management areas through action plans and robust monitoring of nitrogen dioxide levels against national target levels. The initial target is that there should be no local traffic related air quality management areas in Leicestershire by  2010.  • Reducing the impact of traffic through local communities, near schools and within town centres by reducing vehicle speeds and in exceptional cases re-routing the traffic. Our initial target is that, by 2010, there should be no villages or larger communities where a majority of local people think urgent action is necessary to reduce the impact of speeding traffic on the quality of life.  • Managing transport assets in the most cost- effective way through robust condition monitoring, timeliness of intervention and economies of scale in repairs and renewal. The initial target is to remove the maintenance backlog on all footways, carriageways, rights of way, bridges, street  lighting columns and traffic signal installations by  2010. | Relationships:  • Opportunities to tackle congestion.  • Opportunities to increase the use of public transport, walking and cycling.  • Opportunities to increase access to facilities.  • Opportunities to increase road safety.  • Opportunities to improve air quality.  • Opportunities to manage transport assets in the most cost effective way.  Conflicts:  • Some of the objectives of the guidance are outside the scope of the SPD. | The SA should include objectives and requirements which address the key priorities and issues identified in the Local Transport Plan. |

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| Plan or Programme of  Relevance | Main Aims and Objectives | Implications for the Hinckley Town Centre Strategic Transport Development Contribution Supplementary Planning Document | Implications for the  Sustainability Appraisal |
| Leicestershire Local Transport Plan 2006-2011, March 2006  Internet Link: <http://www.leics.gov.uk/index/highways/transport_plans_policies/ltp/ltp2_summary.htm#objectives_and_initial_targets_for_the_next_five_years> | | | |
| Sets out the transport strategy for the county, which is based on a thorough review of transport needs, and details a five year implementation programme. | See previous | How could the aims be addressed in the SPD?  • The SPD should maximise opportunities to tackle congestion.  • The SPD should maximise opportunities to increase the use of public transport, walking and cycling.  • The SPD should maximise opportunities to access facilities.  • The SPD should maximise opportunities to improve road safety.  • The SPD should maximise opportunities to improve air quality.  • The SPD should maximise opportunities to manage transport assets in the most cost effective way. | The SA should include objectives and requirements which address the key priorities and issues identified in the Local Transport Plan. |

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**APPENDIX C**

**BASELINE DATA**

Hinckley and Bosworth Borough Council Sustainability Report

Hinckley Town Centre Strategic Transport Development Contributions Supplementary Planning Document July 2008

Sustainability Appraisal of the Hinckley Town Centre Strategic Transport Developments Contribution Supplementary Planning Document

Appendix C - Baseline Data

KEY TO BASELINE DATA SPREADSHEETS

Not applicable

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Data not currently available/data trend unknown/no target set

Indicator is significantly below (or above) national average and/or previous borough figures: not a key sustainability issue

Indicator is slightly above/below national average and/or previous borough figures: potential sustainability issue Indicator is significantly above (or below) national average and/or previous borough figures: key sustainability issue No comparison with national data possible

Sustainability Appraisal of Hinckley Town Centre Strategic Transport Developments Contribution Supplementary Planning Document

Appendix C - Baseline Data

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| ECONOMICS |
| Gross Value Added |  | | | | | | | | | | | | | | |
| Gross Value Added per head (£) | 2003 | / | / | / | / | ? | ? | 14,505 | 16,339 | Increase | ? | Regional Sustainable Development Indicators | x |  |  |
| 2002 | / | / | / | / | ? | ? | 14,034 | 15,646 |
| 2001 | / | / | / | / | ? | ? | 13,226 | 14,887 |
| Economic Activity |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Economic Activity Rate (EAR) (working age population) | Jun 2004- May 2005 | / | / | / | / | 83.4 | 84.0 | 79.5 | 78.8 | Increase | Overall increase since 2002. The EAR has, however, decreased since  2004 | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/) Local Quartely Labour Force Survey | x |  |  |
| June 2003- May 2004 | / | / | / | / | 85.1 | 84.4 | 79.7 | 78.9 |
| Jun 2002- May 2003 | / | / | / | / | 82.7 | 84.9 | 79.9 | 79 |
| Economic Inactivity Rate (EIR)  (working age population) | Jun 2004- May 2005 | / | / | / | / | 16 | 16 | 20.5 | 21.2 | Decrease | Overall decrease since  2002. The EIR has, however, increased since  2004 | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/) Local Quartely Labour Force Survey | x |  |  |
| June 2003- May 2004 | / | / | / | / | 14.9 | 15.6 | 20.3 | 21.1 |
| Jun 2002- May 2003 | / | / | / | / | 17.3 | 15.1 | 20.1 | 21 |
| Survival of Businesses |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Businesses surviving 12 months  (%) | 2001 | / | / | / | / | ? | 92.3 | 92.1 | 92.2 | Increase | ? |  | x |  |  |
| VAT Registration Rate | 2004 | / | / | / | / | 10 | 10 | 10 | 10 | Increase | Decrease |  | x |  |  |
| 2003 | / | / | / | / | 11 | 10 | 10 | 11 |
| VAT De-registration Rate | 2004 | / | / | / | / | 9 | 9 | 9 | 10 | Decrease | No change |  | x |  |  |
| 2003 | / | / | / | / | 9 | 9 | 9 | 10 |
| Business Stock at end of 12 month period | 2005 | / | / | / | / | 3545 | 20865 | 125170 | 1819870 | Increase | Decrease |  | x |  |  |
| 2003 | / | / | / | / | 3600 | 20600 | 124000 | 1810500 |

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| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| EMPLOYMENT |
| Employment |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Employment Rate  (working age population) | Jun 2004- May 2005 | / | / | / | / | 79.7 | 81.1 | 76.1 | 75.1 | Increase | Overall decrease since 2002 | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/) Local Quartely Labour Force Survey | x | x |  |
| June 2003- May 2004 | / | / | / | / | 82.7 | 81.5 | 76.1 | 75 |
| Jun 2002- May 2003 | / | / | / | / | 81.2 | 82.3 | 76.2 | 75 |
| Unemployment Rate  (working age population) | Jun 2004- May 2005 | / | / | / | / | ? | 3.5 | 4.3 | 4.7 | Decrease | ? | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/) Local Quartely Labour Force Survey | x | x |  |
| June 2003- May 2004 | / | / | / | / | ? | 3.3 | 4.6 | 4.9 |
| Jun 2002- May 2003 | / | / | / | / | ? | 3 | 4.6 | 5.1 |
| Job Seekers Allowance  Claimants (proportion of working age population) | 2007 | / | / | / | / | 1.6 | 1.5 | 2.4 | 2.5 | Decrease | Increase | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/) Claimant Count with Rates and Proportions | x | x |  |
| 2006 | / | / | / | / | 1.6 | 1.5 | 2.4 | 2.6 |
| 2005 | / | / | / | / | 1.3 | 1.3 | 2.1 | 2.3 |
| Employment Status |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Full Time Workers as % of all in employment aged 16+ | Jun 2004- May 2005 | / | / | / | / | 72.9 | 74.8 | 73.7 | 74.0 | / | Increase | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/) Local Quartely Labour Force Survey | x | x |  |
| June 2003- May 2004 | / | / | / | / | 71.6 | 71.6 | 73.2 | 73.8 |
| Jun 2002- May 2003 | / | / | / | / | 71.3 | 73.9 | 73.3 | 74.0 |
| Part Time Workers as % of all in employment aged 16+ | Jun 2004- May 2005 | / | / | / | / | 27.1 | 25.2 | 26.3 | 25.9 | / | Decrease | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/) Local Quartely Labour Force Survey | x | x |  |
| June 2003- May 2004 | / | / | / | / | 28.4 | 28.4 | 26.8 | 26.2 |
| Jun 2002- May 2003 | / | / | / | / | 28.7 | 26.1 | 26.6 | 25.9 |

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| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| EMPLOYMENT |
| Self Employed as % of all in employment aged 16+ | Jun 2004- May 2005 | / | / | / | / | 10.5 | 11.4 | 12.3 | 12.9 | / | Decrease | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/) Local Quartely Labour Force Survey | x | x |  |
| June 2003- May 2004 | / | / | / | / | 11.4 | 12 | 11.7 | 13.0 |
| Jun 2002- May 2003 | / | / | / | / | 12.5 | 12.3 | 11.1 | 12.3 |
| Income |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Gross Weekly Pay  (mean) (£) - Full Time Workers | Jun 2004- May 2005 | / | / | / | / | 506.3 | 528.4 | 505.4 | 548 | Increase | Overall increase since 2002 | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/) Annual Survey of Hours and Earnings | x | x |  |
| June 2003- May 2004 | / | / | / | / | 506.8 | 504.2 | 482.9 | 527.4 |
| Jun 2002- May 2003 | / | / | / | / | 489.2 | 488.5 | 458 | 509.6 |
| Average Gross Weekly Pay  (mean) (£) - Part Time Workers | Jun 2004- May 2005 | / | / | / | / | 174.2 | 176.4 | 167.4 | 172.5 | Increase | Overall increase since 2002 | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/) Annual Survey of Hours and Earnings | x | x |  |
| June 2003- May 2004 | / | / | / | / | 161.7 | 155.2 | 159.8 | 169.1 |
| Jun 2002- May 2003 | / | / | / | / | 162.9 | 154.2 | 151.9 | 162.9 |
| Industry of Employment |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| % People employed in  Agriculture, Hunting and Forestry | 2001 | 1.13 | 0.48 | 0.49 | 1.05 | 1.49 | 1.59 | 1.88 | 1.45 |  |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  |  |  |
| % People employed in Fishing | 2001 | 0 | 0 | 0 | 0 | 0.01 | 0.00 | 0.01 | 0.02 |  |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  |  |  |
| % People employed in Mining & Quarrying | 2001 | 0 | 0 | 0 | 0 | 0.39 | 0.45 | 0.42 | 0.25 |  |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  |  |  |
| % People employed in  Manufacture | 2001 | 23.68 | 24.82 | 26.87 | 26.15 | 23.60 | 21.17 | 19.91 | 14.83 |  |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  |  |  |
| % People employed in Electricity, Gas and Water Supply | 2001 | 3.40 | 1.81 | 3.56 | 1.71 | 1.54 | 0.96 | 0.83 | 0.71 |  |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  |  |  |
| % People employed in  Construction | 2001 | 5.54 | 6.27 | 4.91 | 6.83 | 6.33 | 6.70 | 6.86 | 6.76 |  |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  |  |  |

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| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| EMPLOYMENT |
| % People employed in Wholesale and Retail trade, Repair of Motor Vehicles | 2001 | 19.40 | 19.52 | 20.74 | 22.08 | 18.80 | 18.14 | 18.21 | 16.85 |  |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  |  |  |
| % People emplyed in Hotels and  Restaurants | 2001 | 5.42 | 4.70 | 5.28 | 3.02 | 3.93 | 4.06 | 4.51 | 4.73 |  |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  |  |  |
| % People employed in Transport, Storage and Communication | 2001 | 8.31 | 8.19 | 8.71 | 8.19 | 6.87 | 6.41 | 6.25 | 7.09 |  |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  |  |  |
| % People employed in Financial  Intermediation | 2001 | 3.27 | 2.89 | 2.33 | 3.42 | 3.46 | 3.54 | 3.07 | 4.80 |  |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  |  |  |
| % People employed in Real Estate, Renting and Business Activities | 2001 | 8.94 | 8.92 | 9.69 | 8.94 | 10.13 | 10.65 | 10.41 | 13.21 |  |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  |  |  |
| % People employed in Public Administration & Defence and Social Security | 2001 | 3.02 | 3.25 | 2.33 | 3.68 | 3.82 | 4.40 | 4.95 | 5.66 |  |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  |  |  |
| % People employed in Education | 2001 | 4.53 | 4.34 | 3.80 | 5.26 | 6.95 | 8.59 | 7.80 | 7.74 |  |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  |  |  |
| % People employed in Health and Scoial Work | 2001 | 7.68 | 10.48 | 6.13 | 6.96 | 8.66 | 9.22 | 10.60 | 10.70 |  |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  |  |  |

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| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| EDUCATION |
| Education - Adult |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| % of working age population educated to at least NVQ Level 3 | 2003-2004 | / | / | / | / | 16.3 | 17.6 | 16.4 | 15.2 | Increase | Increase of  2.4 since  2001-2002 | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/) Local Quartely Labour Force Survey |  | x |  |
| 2002-2003 | / | / | / | / | 13.4 | 16.2 | 15.5 | 14.9 |
| 2001-2002 | / | / | / | / | 13.9 | 14.9 | 15 | 14.2 |
| % of working age population educated to at least NVQ Level 2 | 2003-2004 | / | / | / | / | 18.1 | 16.6 | 15.4 | 15.6 | Increase | Increase of  4.1 since  2001-2002 | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/) Local Quartely Labour Force Survey |  | x |  |
| 2002-2003 | / | / | / | / | 15 | 15 | 15.8 | 15.7 |
| 2001-2002 | / | / | / | / | 14 | 15.1 | 15.6 | 15.4 |
| % of working age population educated to at least NVQ Level 1 | 2003-2004 | / | / | / | / | 17.2 | 15.5 | 16.4 | 15.0 | Increase | Overall decrease since 2001-  2002 | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/) Local Quartely Labour Force Survey |  | x |  |
| 2002-2003 | / | / | / | / | 20 | 17.3 | 16.5 | 15.2 |
| 2001-2002 | / | / | / | / | 18.2 | 17.1 | 16.6 | 15.7 |
| % of working age population with trade apprenticeships | 2003-2004 | / | / | / | / | 9.5 | 10.5 | 12.2 | 10.5 | Increase | Decrease of  3.2 since  2002-2003 | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/) Local Quartely Labour Force Survey |  | x |  |
| 2002-2003 | / | / | / | / | 12.7 | 8.5 | 8.2 | 7.2 |
| 2001-2002 | / | / | / | / | ? | 8 | 8 | 7.5 |
| % of working age population with no qualifications | 2003-2004 | / | / | / | / | 10.1 | 10.5 | 12.2 | 10.5 | Decrease | Decrease of  6.4 since  2001-2002 | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/) Local Quartely Labour Force Survey |  | x |  |
| 2002-2003 | / | / | / | / | 13.6 | 11.6 | 13 | 11.0 |
| 2001-2002 | / | / | / | / | 16.5 | 12.2 | 14.1 | 11.8 |
| Education - Children |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| % of pupils achieving 5 or more GCSEs at grades A\* - C or equivalent | 2005 | / | / | / | / | 100 | 100 | 85.9 | 92.6 | Increase | No change -  100% achievemen t since 2003 |  | x | x |  |
| 2004 | / | / | / | / | 100 | 100 | 84.7 | 88.9 | x | x |  |
| 2003 | / | / | / | / | 100 | 100 | 83.4 | 86.8 | x | x |  |
| % of 11 year olds achieving  Level 4 or above in KS2 Maths | 2005 | / | / | / | / | 92 | 85.9 | 79.8 | 79.3 | Increase | Increase of  7.4 since  2003 |  | x | x |  |
| 2004 | / | / | / | / | 88.5 | 85.9 | 78.9 | 77 | x | x |  |
| 2003 | / | / | / | / | 84.6 | 86.3 | 74 | 73.7 | x | x |  |
| % of 11 year olds achieving  Level 4 or above in KS2 English | 2005 | / | / | / | / | 92 | 91.4 | 85.3 | 86.2 | Increase | Overall increase of  3.5 since  2003 |  | x | x |  |
| 2004 | / | / | / | / | 92.3 | 91.4 | 83.8 | 83.4 | x | x |  |
| 2003 | / | / | / | / | 88.5 | 89.3 | 79.8 | 79 | x | x |  |

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| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| EDUCATION |
| % of 14 yr olds achieving Level 5 or above in KS3 Maths | 2005 | / | / | / | / | 100 | 100 | 94.7 | 94.2 | Increase | No change -  100% achievemen t since 2003 |  | x | x |  |
| 2004 | / | / | / | / | 100 | 100 | 94.7 | 94.2 | x | x |  |
| 2003 | / | / | / | / | 100 | 100 | 89.8 | 91.3 | x | x |  |
| % of 14 yr olds achieving Level 5 or above in KS3 English | 2005 | / | / | / | / | 100 | 100 | 92 | 93.3 | Increase | No change -  100% achievemen t since 2003 |  | x | x |  |
| 2004 | / | / | / | / | 100 | 100 | 89 | 89.2 | x | x |  |
| 2003 | / | / | / | / | 100 | 100 | 81.1 | 85.9 | x | x |  |

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| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| HEALTH |
| Life Expectancy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Life Expectancy Males | 2003 | / | / | / | / | 78.1 | ? | 76.5 | 76.55 | Increase | Increase of  0.2 years since 2002 | [www.statistics.gov.uk](http://www.statistics.gov.uk/) | x | x |  |
| 2002 | / | / | / | / | 77.9 | ? | 76.3 | 76.24 |
| Life Expectancy Females | 2003 | / | / | / | / | 81.5 | ? | 80.7 | 80.91 | Increase | No change | [www.statistics.gov.uk](http://www.statistics.gov.uk/) | x | x |  |
| 2002 | / | / | / | / | 81.5 | ? | 80.5 | 80.72 |
| Mortality |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mortality due to circulatory diseases  (per 100000 population of those under 75) | 2004 | / | / | / | / | 75.4 | 76 | 91.4 | 90.5 | Decrease | Decrease of  8.8 since  2002 |  | x | x |  |
| 2003 | / | / | / | / | 82.7 | 84.1 | 99.2 | 96.7 |
| 2002 | / | / | / | / | 84.2 | 87.8 | 104.4 | 102.8 |
| Mortality due to cancer  (per 100000 population of those under 75) | 2004 | / | / | / | / | 107.2 | 109.2 | 117.6 | 119 | Decrease | Increase of  10.3 since  2002 |  | x | x |  |
| 2003 | / | / | / | / | 106.8 | 107.2 | 119.7 | 121.6 |
| 2002 | / | / | / | / | 96.9 | 101.3 | 121.2 | 124 |
| General Health |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| % People who descibe their health as Good | 2001 | 70.03 | 66.67 | 64.84 | 69.8 | 69.41 | 70.44 | 67.58 | 68.76 | Increase | ? | [www.statistics.gov.uk](http://www.statistics.gov.uk/)  (KS08) | x | x |  |
| % People who descibe their health as Fairly Good | 2001 | 22.38 | 24.67 | 25.46 | 23 | 22.73 | 22.21 | 23.27 | 22.21 | / | ? | [www.statistics.gov.uk](http://www.statistics.gov.uk/)  (KS08) | x | x |  |
| % People who descibe their health as Not Good | 2001 | 7.59 | 8.67 | 9.7 | 7.21 | 7.85 | 7.36 | 9.14 | 9.03 | Decrease | ? | [www.statistics.gov.uk](http://www.statistics.gov.uk/)  (KS08) | x | x |  |
| % people with a long term limiting illness | 2001 | 15.99 | 18.85 | 19.46 | 12.95 | 16.3 | 15.4 | 18.4 | 17.9 | Decrease | ? | [www.statistics.gov.uk](http://www.statistics.gov.uk/)  (UV22) | x | x |  |

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| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckjley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| POPULATION |
| Total Population |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total Population | 2005 | / | / | / | / | 102,800 | 627,800 | 4,306,300 | 50,431,700 | / | Increase of  1300 since  2003 | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/)  Mid year population estimates |  | x |  |
| 2004 | / | / | / | / | 102,200 | 623,900 | 4,279,700 | 50,093,800 |
| 2003 | / | / | / | / | 101,500 | 619,200 | 4,252,300 | 49,855,700 |
| 2001 | 1488 | 1581 | 1567 | 1374 | 100,141 | 609,578 | 4,172,174 | 49,138,831 |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  |  |  |
| Population Density |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Density  (persons per sq km) | 2001 | 30.8 | 38.18 | 28.73 | 37.86 | 3.37 | 2.93 | 2.67 | 3.77 | / | ? | [www.statistics.gov.uk](http://www.statistics.gov.uk/)  (UV02) |  | x |  |
| Ethnic Group |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| % White British | 2001 | 96.37 | 98.1 | 95.47 | 96.65 | 97.93 | 94.71 | 93.49 | 86.99 | / | ? | [www.statistics.gov.uk](http://www.statistics.gov.uk/)  (KS06) |  | x |  |
| % Mixed | 2001 | 0.4 | 0.7 | 0.51 | 0.22 | 0.59 | 0.74 | 1.03 | 1.31 | / | ? |
| % Asian or Asian British | 2001 | 2.69 | 0.63 | 3.25 | 1.31 | 1.06 | 3.69 | 4.05 | 4.57 | / | ? |
| % Black or Black British | 2001 | 0 | 0 | 0.19 | 0 | 0.11 | 0.32 | 0.95 | 2.3 | / | ? |
| % Chinese or Other Ethnic  Group | 2001 | 0.54 | 0.57 | 0.57 | 1.82 | 0.31 | 0.53 | 0.49 | 0.89 | / | ? |

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| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckjley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| POPULATION |
| Age |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| % People aged 0-4 | 2005 | / | / | / | / | 5.4 | 5.3 | 5.5 | 5.7 | / | No change | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/)  Mid year population estimates |  | x |  |
| 2004 | / | / | / | / | 5.4 | 5.3 | 5.5 | 5.4 |
| 2003 | / | / | / | / | 5.4 | 5.4 | 5.5 | 6 |
| 2001 | 6.52 | 5.06 | 4.91 | 6.26 | 5.53 | 5.62 | 5.73 | 5.96 |  |  |  |  |  |
| % People aged 5-14 | 2005 | / | / | / | / | 11.6 | 12.2 | 12.3 | 12.2 | / | Decrease of  0.3 since  2003 | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/)  Mid year population estimates |  | x |  |
| 2004 | / | / | / | / | 11.8 | 12.4 | 12.5 | 12.5 |
| 2003 | / | / | / | / | 11.9 | 12.5 | 12.7 | 12.9 |
| 2001 | 10.34 | 9.17 | 9.77 | 12.37 | 12.32 | 12.72 | 13.05 | 12.92 |  |  |  |  |  |
| % People aged 15-19 | 2005 | / | / | / | / | 6.1 | 6.7 | 6.7 | 6.6 | / | Overall increase of  0.1 since  2003 | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/)  Mid year population estimates |  | x |  |
| 2004 | / | / | / | / | 6.1 | 6.6 | 6.6 | 6.5 |
| 2003 | / | / | / | / | 6 | 6.5 | 6.5 | 6.2 |
| 2001 | 5.71 | 4.93 | 5.8 | 6.11 | 5.83 | 6.36 | 6.23 | 6.18 |  |  |  |  |  |
| % People aged 20-44 | 2005 | / | / | / | / | 32.3 | 33.1 | 33.9 | 35.2 | / | Decrease of  0.3 since  2003 | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/)  Mid year population estimates |  | x |  |
| 2004 | / | / | / | / | 32.6 | 33.3 | 34 | 35.2 |
| 2003 | / | / | / | / | 32.6 | 33.5 | 34 | 35.3 |
| 2001 | 45.16 | 38.83 | 36.95 | 32.46 | 33.17 | 33.92 | 34.32 | 35.31 |  |  |  |  |  |
| % People aged 45-64 | 2005 | / | / | / | / | 28.1 | 26.4 | 25.4 | 24.3 | / | Increase of  2.5 since  2003 | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/)  Mid year population estimates |  | x |  |
| 2004 | / | / | / | / | 27.8 | 26.2 | 25 | 24.2 |
| 2003 | / | / | / | / | 25.6 | 26 | 24.9 | 23.7 |
| 2001 | 18.75 | 22.96 | 23.67 | 30.64 | 27.13 | 25.74 | 24.59 | 23.75 |  |  |  |  |  |
| % People aged 65 and over | 2005 | / | / | / | / | 16.7 | 16.3 | 16.3 | 16 | / | Increase of  0.2 since  2003 | [www.nomisweb.co.uk](http://www.nomisweb.co.uk/)  Mid year population estimates |  | x |  |
| 2004 | / | / | / | / | 16.6 | 16.2 | 16.3 | 16 |
| 2003 | / | / | / | / | 16.5 | 16 | 16 | 15.9 |
| 2001 | 13.5 | 19.04 | 18.9 | 12.16 | 16.02 | 15.67 | 16.07 | 15.89 |  |  |  |  |  |

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| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| CRIME |
| Overall crime rate (Recorded crime BCS comparator) | 2005 | / | / | / | / | 43.5 | 42.7 | 63.3 | 62.7 | Decrease | Decrease of  1.0 since  2003 |  |  | x | x |
| 2004 | / | / | / | / | 44.4 | 44.2 | 65.9 | 64 |
| 2003 | / | / | / | / | 44.5 | 45.4 | 72.5 | 69.3 |
| (offences Burglary rate seholds)  per 1,000 hou | 2005 | / | / | / | / | 11.4 | 10.8 | 14.8 | 13.8 | Decrease | Overall  decrease of  0.3 since  2003. |  |  | x | x |
| 2004 | / | / | / | / | 11.2 | 11.2 | 17 | 17.7 |
| 2003 | / | / | / | / | 11.7 | 13 | 22.2 | 18.6 |
| Vehicle crime  (offences per 1,000 population) | 2005 | / | / | / | / | 11.4 | 8.7 | 13.4 | 17 | Decrease | Overall  decrease of  0.3 since  2003. |  |  | x | x |
| 2004 | / | / | / | / | 11.2 | 9.5 | 14.3 | 14 |
| 2003 | / | / | / | / | 11.7 | 11.7 | 18 | 13.5 |
| (offences p Robbery opulation)  er 1,000 p | 2005 | / | / | / | / | 0.4 | 0.5 | 1.3 | 1.9 | Decrease | Increase of  0.1 since  2004. No change |  |  | x | x |
| 2004 | / | / | / | / | 0.5 | 0.5 | 1.2 | 1.8 |
| 2003 | / | / | / | / | 0.4 | 0.5 | 1.6 | 2 |
| Violence Against the Person  (offences per 1,000 population) | 2000-2001 | / | / | / | / | 7.2 | ? | 10.3 | 11.3 | Decrease | ? |  |  | x | x |
| Theft of a Motor Vehicle  (offences per 1,000 population) | 2000-2001 | / | / | / | / | 6.1 | ? | 5.1 | 6.4 | Decrease | ? |  |  | x | x |
| Racial Incidents  (offences per 1,000 population) | 2000-2001 | / | / | / | / | 6.9 | ? | ? | ? | Decrease | ? |  |  | x | x |

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| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| HOUSING |
| % households owner occupied  (owns outright) | 2001 | 28.22 | 32.75 | 33.94 | 42.35 | 32.3 | 33.8 | 30.8 | 29.2 | / |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/)  (KS18) |  | x |  |
| % households renting from council/housing association/registered social landlord | 2001 | 3.15 | 2.41 | 10.2 | 0 | 10.6 | 11 | 17.5 | 19.3 | / |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/)  (KS18) |  | x |  |
| % households renting from private landlord/letting agency | 2001 | 18.62 | 15.51 | 11.87 | 1.76 | 4.7 | 5.5 | 7.3 | 8.8 | / |  | [www.statistics.gov.uk](http://www.statistics.gov.uk/)  (KS18) |  | x |  |
| % of housing identified in the development plan which is classified as affordable housing | 2005-2006 | / | / | / | / | 20 | / | / | / | Increase to  40 by 2008-  2009 | No change | Hinckley and Bosworth  Corporate Performance Plan  2006-2011 (LIB078) |  | x |  |
| 2004-2005 | / | / | / | / | 20 | / | / | / |
| % Total dwelling stock classified as unfit | 2005 | / | / | / | / | 2.1 | ? | 3.7 | 4.4 | Decrease | Decrease of  0.1 since  2003 | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  | x |  |
| 2004 | / | / | / | / | 2.2 | ? | 3.7 | 4.8 |
| 2003 | / | / | / | / | 2.2 | ? | 4.9 | 5.6 |
| % Total Local Authority dwellings classified as unfit | 2005 | / | / | / | / | 0 | ? | 1.7 | 3.8 | Maintain at  0% to 2008-  2009 | No change -  100% achievemen t | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  | x |  |
| 2004 | / | / | / | / | 0 | ? | 1.5 | 4.2 |
| 2003 | / | / | / | / | 0 | ? | 1.8 | 4.7 |
| % Total Owner Occupied and Private Rented dwellings classified as unfit | 2005 | / | / | / | / | 2.3 | ? | 4.8 | 4.9 | Decrease | Decrease of  0.2 since  2003 | [www.statistics.gov.uk](http://www.statistics.gov.uk/) |  | x |  |
| 2004 | / | / | / | / | 2.4 | ? | 5.3 | 5.3 |
| 2003 | / | / | / | / | 2.5 | ? | 5.7 | 6 |
| Average house price (£) (Land Registry October to December period)  \* Data for England and Wales | 2006 | / | / | / | / | 171,367 | 186,669 | 163,225 | 207,573 | / | Increase of  1390 since  2004 | [www.landregistry.gov.uk](http://www.landregistry.gov.uk/) |  | x |  |
| 2005 | / | / | / | / | 170,195 | 178,210 | 155,547 | 191,327 |
| 2004 | / | / | / | / | 169,977 | 176,767 | 152,269 | 182,920 |

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| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| QUALITY OF LIFE |
| Social Poverty |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Indices of Deprivation- Rank of  Average Score (Overall)  1 is the most deprived LA in England and 354 is the least deprived | 2004 | 12,707 | 16,444 | 17,601 | 27,747 | 278 out of  374 | / | / | / | Increase rank | ? | [http://www.statistics.gov.uk](http://www.statistics.gov.uk/) |  | x | x |
| Indices of Deprivation- Rank of  Income  1 is the most deprived LA in Engalnd and 354 is the least deprived | 2004 | 13,956 | 16,162 | 18,100 | 30,026 | 261 out of  374 | / | / | / | Increase rank | ? | [http://www.statistics.gov.uk](http://www.statistics.gov.uk/) |  | x | x |
| Indices of Deprivation- Rank of  Employment  1 is the most deprived LA in Engalnd and 354 is the least deprived | 2004 | 14,091 | 16,124 | 15,977 | 23,363 | 238 out of  374 | / | / | / | Increase rank | ? | [http://www.statistics.gov.uk](http://www.statistics.gov.uk/) |  | x | x |
| % Households that experienced fuel poverty | 2003 | / | / | / | / | ? | ? | 6.4 | 7.2 | Decrease | ? | Regional Sustainable Development Indicators |  | x | x |
| 2001 | / | / | / | / | ? | ? | 11.3 | 11.5 |
| % Children in low income households- before housing costs | 2001/2-  2003/4 | / | / | / | / | ? | ? | 22 | 20 | Decrease | ? | Regional Sustainable Development Indicators |  | x | x |
| 1995/6-  1997/8 | / | / | / | / | ? | ? | 23 | 23 |
| % Children in low income households- after housing costs | 2001/2-  2003/4 | / | / | / | / | ? | ? | 27 | 29 | Decrease | ? | Regional Sustainable Development Indicators |  | x | x |
| 1995/6-  1997/8 | / | / | / | / | ? | ? | 29 | 32 |
| % of Adult Population on Income  Support | 2003 | / | / | / | / | 6 | 5 | 9 | 10 | Decrease | ? |  |  | x | x |

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| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| LAND USE AND BUILT ENVIRONMENT |
| % of Vacant Properties  (estimate) | Apr 2004- Mar 2005 | / | / | / | / | 6 | ? | 8 | 9 | Decrease | Overall decrease of  3 since  2002-2003 | [www.statistics.gov.uk](http://www.statistics.gov.uk/) (Commercial and Industrial Property Vacancy Statistics) | x |  |  |
| Apr 2003- Mar 2004 | / | / | / | / | 7 | ? | 7 | 9 |
| Apr 2002- Mar 2003 | / | / | / | / | 9 | ? | 8 | 8 |
| % Houses Built on Previously  Developed Land | 1999-2002 | / | / | / | / | ? | ? | 45 | 59 | Decrease | ? | Regional Sustainable Development Indicators | x |  |  |
| 1995-1998 | / | / | / | / | ? | ? | 37 | 54 |
| 1991-1994 | / | / | / | / | ? | ? | 37 | 52 |
| Total Area of Previously  Developed Land (ha) | Mar-04 | / | / | / | / | ? | ? | 5,660 | 64,130 | / | ? |  | x |  | x |
| Area of Land that is Derelict (ha) | 1999 | / | / | / | / | ? | ? | 994 | ? | Reduce | ? | [www.defra.gov.uk](http://www.defra.gov.uk/) | x |  | x |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| TRAFFIC AND TRANSPORT |
| Traffic |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Road Accident Casualty Rate: People killed or seriously injured (per 1,000 population) | 2005 | / | / | / | / | 0.5 | 0.5 | 0.6 | 0.6 | Reduce | Decrease of  0.1 since  2004. No change |  | x | x | x |
| 2004 | / | / | / | / | 0.6 | 0.5 | 0.7 | 0.6 |
| 2003 | / | / | / | / | 0.5 | 0.5 | 0.7 | 0.6 |
| Road Accident Casualty Rate: Children killed or seriously injured  (per 1,000 population) | 2005 | / | / | / | / | 0.2 | 0.2 | 0.4 | 0.3 | Reduce | No change since 2003 |  | x | x | x |
| 2004 | / | / | / | / | 0.2 | 0.1 | 0.4 | 0.3 |
| 2003 | / | / | / | / | 0.2 | 0.2 | 0.4 | 0.4 |
| Private Car |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| % Households with at least one car or van | 2001 | 65.81 | 70.39 | 69.6 | 88.42 | 83.26 | 83.19 | 75.75 | 73.16 | / | ? | [www.statistics.gov.uk](http://www.statistics.gov.uk/)  (KS17) | x | x | x |
| % working residents using public transport to get to work\* | 2001 | 4.16 | 2.05 | 1.96 | 2.64 | 4.39 | 6.05 | 8.44 | 15.42 | Increase | ? | [www.statistics.gov.uk](http://www.statistics.gov.uk/)  (KS15) | x | x | x |
| % working residents cycling or walking to work | 2001 | 29.73 | 27.95 | 31.21 | 21.9 | 12.2 | 12.2 | 13.8 | 12.8 | Increase | ? | [www.statistics.gov.uk](http://www.statistics.gov.uk/)  (KS15) | x | x | x |
| % working residents driving a car or van to work | 2001 | 48.24 | 53.86 | 50.06 | 60.95 | 66 | 64.6 | 60.4 | 54.9 | Decrease | ? | [www.statistics.gov.uk](http://www.statistics.gov.uk/)  (KS15) | x | x | x |
| Public transport users in households with a car or van | 2001 | 51.52 | 70.59 | 56.25 | 110 | 83.9 | 81.9 | 70.6 | 69 | / | ? | [www.statistics.gov.uk](http://www.statistics.gov.uk/) | x | x | x |
| Public Transport |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Number of bus passenger journeys per annum | 2005-2006 | / | / | / | / | ? | 15,036,000 | ? | ? | Increase | ? | (102) | x | x | x |
| Length of Cycle Network (km) | 2002 | / | / | / | / | ? | 21 | ? | ? | Increase | ? | [www.leics.gov.uk](http://www.leics.gov.uk/) | x | x | x |

\* This figure includes people using underground, metro, light rail, tram, bus, minibus, coach, train or taxi/minicab.

e SAP

\* Approximate values

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| AIR AND CLIMATE |
| Carbon Dioxide Emissions | | | | | | | | | | | | | | | |
| Total carbon dioxide emissions  (Carbon equivalent, tonnes) | 2003 | / | / | / | / | ? | ? | 11 | 123.4 | Decrease | ? | Regional Sustainable Development Indicators | x | x | x |
| Total carbon dioxide emissions per head (carbon equivalent) | 2003 | / | / | / | / | ? | ? | 2,660 | 2,470 | Decrease | ? | Regional Sustainable Development Indicators | x | x | x |
| Energy Efficiency | | | | | | | | | | | | | | | |
| Installed capacity of sites generating electricity from renewable energy resources (MW) | 2005 | / | / | / | / | ? | ? | 90\* | 3,225\* | Increase | ? | <http://www.restats.org.uk/> | x |  | x |
| Generation of electricity from renewable sources (GWh) | 2005 | / | / | / | / | ? | ? | 650\* | 8900\* | Increase | ? | <http://www.restats.org.uk/> | x |  | x |
| Energy efficiency of housing  (averag stock rating) | 2005-2006 | / | / | / | / | 72.2 | ? | ? | ? | Increase to  75% by  2008-2009 | Increase of  14.2 since  2001-2002 | (63) |  | x | x |
| 2004-2005 | / | / | / | / | 71 | ? | ? | ? |
| 2003-2004 | / | / | / | / | 68 | ? | ? | 59.9 |
| 2001-2002 | / | / | / | / | 58 | ? | ? | ? |
| Air Quality | | | | | | | | | | | | | | | |
| Number of Air Quality  Management Areas | 2006 | / | / | / | / | 0 | / | / | ? | / | ? | [www.airquality.co.uk](http://www.airquality.co.uk/) | x | x | x |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| WATER |
| River Water Quality | | | | | | | | | | | | | | | |
| % Rivers graded as Good - Chemical GQA | 2004 | / | / | / | / | ? | ? | 55 | 62 | Increase | ? | Regional Sustainable Development Indicators |  |  | x |
| 2003 | / | / | / | / | ? | ? | 54 | 62 |
| 2002 | / | / | / | / | ? | ? | 59 | 65 |
| % Rivers graded as Good / Fair - Chemical GQA | 2003 | / | / | / | / | ? | ? | 97 | 94 | / | ? | Regional Sustainable Development Indicators |  |  | x |
| 2001 | / | / | / | / | ? | 98.4 | ? | ? |
| % Rivers graded as Good - Biological GQA | 2004 | / | / | / | / | ? | ? | 61 | 70 | Increase | ? | Regional Sustainable Development Indicators |  |  | x |
| 2003 | / | / | / | / | ? | ? | 59 | 69 |
| 2002 | / | / | / | / | ? | ? | 57 | 68 |
| % Rivers graded as Good / Fair- Biological GQA | 2003 | / | / | / | / | ? | ? | 96 | 95.4 | / | ? | Regional Sustainable Development Indicators |  |  | x |
| 2001 | / | / | / | / | ? | 98.3 | ? | ? |
| Pollution | | | | | | | | | | | | | | | |
| Number of Substantiated  Pollution Incidents (Water) | 2003 | / | / | / | / | ? | ? | 5037 | 29,626 | Decrease | ? | www.environment- agency.gov.uk |  |  | x |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| BIODIVERSITY |
| Sites of Special Scientific Interest (SSSI) | | | | | | | | | | | | | | | |
| Number of SSSI | 2005 | 0 | 0 | 0 | 0 | 7 | ? | ? | ? | 95% of SSSI land to be in favourable  or recovering condition by  2010 | ? | [www.naturalengland.org.uk](http://www.naturalengland.org.uk/) [www.magic.gov.uk](http://www.magic.gov.uk/) |  |  | x |
| Number of SSSI units | 2005 | 0 | 0 | 0 | 0 | 37 | ? | ? | ? | ? |
| % SSSI in Favourable Condition | 2005 | / | / | / | / | ? | 22.5 | 39.73 | 45.02 | ? |
| % SSSI Units in Favourable  Condition | 2005 | / | / | / | / | 24 | 24.1 | 33 | ? | ? |
| % SSSI Units in Unfavourable but Recovering Condition | 2005 | / | / | / | / | 5 | 20.9 | 19 | ? | ? |
| % SSSI Units in Unfavourable  Condition - No Change | 2005 | / | / | / | / | 11 | 27.6 | 30.5 | ? | ? |
| % SSSI Units in Unfavourable and Declining Condition | 2005 | / | / | / | / | 60 | 26.6 | 16.9 | ? | ? |
| % SSSI Units Destroyed / Part  Destroyed | 2005 | / | / | / | / | ? | 0.2 | 0.3 | ? | ? |
| Special Areas of Conservation (SAC) | | | | | | | | | | | | | | | |
| Number of Special Areas of  Conservation | 2007 | 0 | 0 | 0 | 0 | 0 | 1 | ? | ? | Increase | ? | [www.magic.gov.uk](http://www.magic.gov.uk/) |  |  | x |
| Special Protection Areas (SPA) | | | | | | | | | | | | | | | |
| Number of Special Protection  Areas | 2007 | 0 | 0 | 0 | 0 | 0 | 0 | ? | ? | Increase | ? | [www.magic.gov.uk](http://www.magic.gov.uk/) |  |  | x |
| Local Nature Reserves (LNR) | | | | | | | | | | | | | | | |
| Number of Local Nature  Reserves | 2006 | 0 | 0 | 0 | 0 | 2 | ? | ? | ? | Increase | ? | [www.natureonthemap.org.uk](http://www.natureonthemap.org.uk/) |  |  | x |
| Wildlife Sites (WS) | | | | | | | | | | | | | | | |
| Number of WS |  | ? | ? | ? | ? | ? | ? | ? | ? | Increase | ? |  |  |  | x |

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| BIODIVERSITY |
| Regional Farmland Bird Species Indices | | | | | | | | | | | | | | | |
| Number of species | 2003 | / | / | / | / | ? | ? | 91 | ? | Increase | Decrease of  1.0 since  2002 | Regional Sustainable Development Indicators |  |  | x |
| 2002 | / | / | / | / | ? | ? | 92 | ? |
| 2001 | / | / | / | / | ? | ? | 91 | ? |
| Number of species with populations increasing | 1994-2002 | / | / | / | / | ? | ? | ? | 8/19 | ? | ? |
| Number of species with populations showing little change | 1994-2002 | / | / | / | / | ? | ? | ? | 4/19 | ? | ? |
| Number of species with populations declining | 1994-2002 | / | / | / | / | ? | ? | ? | 7/19 | ? | ? |
| Regional Woodland Bird Species Indices | | | | | | | | | | | | | | | |
| Number of species | 2003 | / | / | / | / | ? | ? | 114 | ? | Increase | Decrease of  1.0 since  2002 | Regional Sustainable Development Indicators |  |  | x |
| 2002 | / | / | / | / | ? | ? | 111 | ? |
| 2001 | / | / | / | / | ? | ? | 114 | ? |
| Number of species with populations increasing | 1994-2002 | / | / | / | / | ? | ? | ? | 15/33 | ? | ? |
| Number of species with populations showing little change | 1994-2002 | / | / | / | / | ? | ? | ? | 7/33 | ? | ? |
| Number of species with populations declining | 1994-2002 | / | / | / | / | ? | ? | ? | 11/33 | ? | ? |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| WASTE |
| Waste disposal and recycling | | | | | | | | | | | | | | | |
| Average household waste collected per head (kg) | 2005-2006 | / | / | / | / | 416.9 | 545.1 | ? | ? | Decrease | Increase | (84a) | x | x | x |
| 2004-2005 | / | / | / | / | 405.6 | ? | ? | ? |
| 2001-2002 | / | / | / | / | 382 | 530 | ? | ? |
| % household waste recycled | 2005-2006 | / | / | / | / | 17.6 | ? | ? | ? | Increase to  19% by  2008-2009 | Increase of  8.8 since  2001-2002 | (82a) | x | x | x |
| 2004-2005 | / | / | / | / | 15.7 | ? | ? | ? |
| 2001-2002 | / | / | / | / | 8.8 | 11.8 | ? | ? |
| % household waste composted | 2005-2006 | / | / | / | / | 22.7 | ? | ? | ? | Increase to  27% by  2008-2009 | Increase of  20.8 since  2001-2002 | (82b) | x | x | x |
| 2004-2005 | / | / | / | / | 18.8 | ? | ? | ? |
| 2001-2002 | / | / | / | / | 1.9 | 9.4 | ? | ? |
| % household waste landfilled | 2001-2002 | / | / | / | / | ? | 78.8 | ? | ? | Decrease | ? | (82d) | x | x | x |
| % residents served by kerbisde recycling (one recyclable) | 2005-2006 | / | / | / | / | 99.8 | ? | ? | ? | Increase to  100% by  2008-2009 | Increase of  4.8 since  2004-2005 | (91a) | x | x | x |
| 2004-2005 | / | / | / | / | 95 | ? | ? | ? |
| % residents served by kerbisde recycling (two recyclables) | 2005-2006 | / | / | / | / | 99.8 | ? | ? | ? | Increase to  100% by  2008-2009 | ? | (91b) | x | x | x |
| % of residents served by kerbside recycling | 2001-2002 | / | / | / | / | 95.2 | ? | ? | ? | Increase | ? | (91) | x | x | x |
| % of residents satisfied with waste recycling facilities | 2004-2005 | / | / | / | / | 70 | ? | ? | ? | Increase | ? | (90b) | x | x | x |
| % of residents satisfied with household waste collection | 2004-2005 | / | / | / | / | 80 | ? | ? | ? | Increase | ? | (90a) | x | x | x |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| CULTURAL HERITAGE AND ARCHAEOLOGY | Eco | Soc | Env |
| Listed Buildings | | | | | | | | | | | | | | | |
| Number of Listed Buildings | 2006 | / | / | / | / | 320\* | ? | 30,000\* | ? | / | ? | [www.english-heritage.org.uk](http://www.english-heritage.org.uk/) | x | x | x |
| 2005 | / | / | / | / | 320\* | ? | ? | ? |
| Number of Grade I Listed Buildings | 2006 | / | / | / | / | 7 | ? | ? | ? | / | ? | [www.english-heritage.org.uk](http://www.english-heritage.org.uk/) | x | x | x |
| Number of Grade II Listed  Buildings | 2006 | / | / | / | / | 289 | ? | ? | ? | / | ? | [www.english-heritage.org.uk](http://www.english-heritage.org.uk/) | x | x | x |
| Buildings at Risk (BAR) | | | | | | | | | | | | | | | |
| Total number of Buildings at Risk | 2006 | / | / | / | / | 2 | 16 | 134 | 1,786 | Decrease | ? | [www.english-heritage.org.uk](http://www.english-heritage.org.uk/) | x | x | x |
| Number of Buildings at Risk- Very  Bad condition | 2006 | / | / | / | / | 0 | 1 | 23 | 422 | Decrease | ? | [www.english-heritage.org.uk](http://www.english-heritage.org.uk/) | x | x | x |
| Number of Buildings at Risk- Poor condition | 2006 | / | / | / | / | 0 | 3 | 53 | 927 | Decrease | ? | [www.english-heritage.org.uk](http://www.english-heritage.org.uk/) | x | x | x |
| Number of Buildings at Risk- Fair condition | 2006 | / | / | / | / | 2 | 11 | 56 | 411 | Increase | ? | [www.english-heritage.org.uk](http://www.english-heritage.org.uk/) | x | x | x |
| Number of Buildings at Risk- Good condition | 2006 | / | / | / | / | 0 | 1 | 2 | 26 | Increase | ? | [www.english-heritage.org.uk](http://www.english-heritage.org.uk/) | x | x | x |
| Historic Parks and Gardens | | | | | | | | | | | | | | | |
| Number of Historic Parks and  Gardens | 2006 | 0 | 0 | 1 | 0 | 1 | ? | 132 | ? | / | ? | UK Database of Historic Parks and Gardens | x | x | x |
| Historic Battlefields | | | | | | | | | | | | | | | |
| Number of Registered Historic  Battlefields | 2006 | 0 | 0 | 0 | 0 | 1 | ? | 5 | ? | / | ? | [www.english-heritage.org.uk](http://www.english-heritage.org.uk/) | x | x | x |
| Scheduled Monuments (SMs) | | | | | | | | | | | | | | | |
| Number of SMs | 2006 | 0 | 0 | 0 | 0 | 20 | ? | 1,521 | ? | / | ? | [www.english-heritage.org.uk](http://www.english-heritage.org.uk/) [www.magic.gov.uk](http://www.magic.gov.uk/) | x | x | x |
| 2005 | 0 | 0 | 0 | 0 | 20 | ? | ? | ? |
| Conservation Areas | | | | | | | | | | | | | | | |
| Number of Conservation Areas | 2006 | ? | ? | ? | ? | 26 | ? | 1,006 | 9,374 | / | ? | [www.english-heritage.org.uk](http://www.english-heritage.org.uk/) | x | x | x |
| 2005 | ? | ? | ? | ? | 21 | ? | ? | ? |

\* Approximate figure

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Indicator | Date | Hinckley & Bosworth 010B | Hinckley & Bosworth 010C | Hinckley & Bosworth 012A | Hinckley & Bosworth 012B | Hinckley and Bosworth  Borough | Leicestershire | East Midlands | England | Target | Local Trends | Data Sources | Relationship | | |
| Eco | Soc | Env |
| TOURSIM AND RECREATION |
| Usage of Facilities | | | | | | | | | | | | | | | |
| Number of visits to libraries  (per 1,000 population) | 2001-2002 | / | / | / | / | ? | 4420 | ? | 6431 | Increase | ? | (117) |  | x |  |
| Number of visits to/usage of museums  (per 1,000 population) | 2005-2006 | / | / | / | / | ? | 647 | ? | ? | Increase | ? | (170a) |  | x |  |
| 2001-2002 | / | / | / | / | ? | 591 | ? | ? |
| Number of school pupil visits to museums and galleries | 2005-2006 | / | / | / | / | ? | 16746 | ? | ? | Increase | ? | (170c) |  | x |  |
| Satisfaction with Cultural and Recreation Services | | | | | | | | | | | | | | | |
| % of people very/fairly satisfied with sports and leisure facilities | 2006-2007 | / | / | / | / | ? | 53 | ? | 55.1 | Increase | ? | (119a) |  | x |  |
| 2004-2005 | / | / | / | / | 47 | ? | ? | ? |
| % of people very/fairly satisfied with museums and galleries | 2006-2007 | / | / | / | / | ? | 71 | ? | 71.6 | Increase | ? | (119b) |  | x |  |
| % of people very/fairly satisfied with theatres and concert halls | 2006-2007 | / | / | / | / | ? | 35 | ? | 43 | Increase | ? | (119c) |  | x |  |
| % of people very/fairly satisfied with libraries | 2006-2007 | / | / | / | / | ? | 36 | ? | 44.7 | Increase | ? | (119d) |  | x |  |
| 2004-2005 | / | / | / | / | 37 | ? | ? | ? |
| % of people very/fairly satisfied with parks and open spaces | 2006-2007 | / | / | / | / | ? | 70 | ? | 72.3 | Increase | ? | (119e) |  | x |  |
| 2004-2005 | / | / | / | / | 71 | ? | ? | ? |
| Footpaths | | | | | | | | | | | | | | | |
| % total length of footpaths and other rights of way which are easy to use | 2005-2006 | / | / | / | / | ? | 77 | ? | 66.4 | Increase | ? | (178) |  | x |  |
| 2001-2002 | / | / | / | / | ? | 79.4 | ? | ? |

WHITE YOUNG GREEN ENVIRONMENTAL

**APPENDIX D**

**SCOPING CONSULTATION RESPONSES**

Hinckley and Bosworth Borough Council Sustainability Report

Hinckley Town Centre Strategic Transport Development Contributions Supplementary Planning Document July 2008

|  |  |  |  |
| --- | --- | --- | --- |
| Organisation/Name | Date  Received | Comments | Response |
| National Farmers Union  Mr Paul Tame | nd  22 May  2007 | • The National Farmers Union (NFU) welcomes the opportunity to comment on the scope of the proposed SA framework. The NFU like the Sustainability Appraisal (SA) objectives that have been highlighted for the Hinckley and Bosworth LDF, especially objectives 10, 11, 12, 15, 18, 19, 20 and 24. Of these, SA objectives 15 and 20 are crucial to NFU members in the Borough Council area. | Comment noted. |
| Environment Agency  Ms Penny Thorpe (Team Leader, Planning Liaison) | th  15 June  2007 | • The SA objectives appear to cover all the issues of interest for the Environment Agency. The Environment Agency is particularly pleased to see the increased emphasis on sustainable development, management of resources and a reduction in waste. | Comment noted. |
| • The examination of flood risk should include the risk from other sources such as drainage systems and surface water run-off including projected run-off from proposed development. Sustainable Urban Drainage Systems (SuDS) and water harvesting on site should be integral to any proposed development. | Comment noted.  The potential risk of flooding from other sources is not considered to be relevant in relation to the SPD; however it has been considered in relation to other LDF documents. |
| Highways Agency  Geoff Wise  (Planning Manager) | nd  22 June  2007 | • Q1: Plans and Programmes – A key document not identified in the 2005  Scoping Report is Planning Policy Guidance Note 13: Transport, published in  2001. A further document published more recently is the Highways Agency’s  Regional Network Reports dated November 2006. This document sets out current and future pressures on the Strategic Road Network, including the A5,  M69 and M42 affecting Hinckley and Bosworth District. These documents are  available at [http://highways.gov.uk/business/14462.aspx.](http://highways.gov.uk/business/14462.aspx) An update and revision of this document is expected in March 2008, which will be sent direct  to each Local Authority. | Comment noted.  A review of PPG13 and the implications for the SPD can be found in Appendix B and is summarised in Section 2.6.3 of the Sustainability Report. |
| • Q3: Key Sustainability Issues – The concept of reducing the need to travel, especially by car, was set out in PPG13 in 2001. This is a key sustainability issue for all local authorities, especially in areas with high levels of private car use such as Hinckley and Bosworth. The SA Scoping Report omits this document from Section 4.1, and consequently does not adequately address the aim or concept of reducing the need to travel. This issue is of particular significance in preparing the Site Allocations DPD. | Comment noted.  A review of PPG13 and the implications for the SPD can be found in Appendix B and is summarised in Section 2.6.3 of the Sustainability Report.  The need to reduce the need to travel, in particular by private car has been taken into consideration in the SA, as highlighted in Section 4.4 and Appendix E of the Sustainability Report. |
| • Q4: Suitability of the SA Framework – Similarly to question 3 above, an additional objective “To reduce the need to travel, especially by car” should be included, since the existing objectives 24 and 25 do not adequately address this key aim, set out in PPG13. | Comment noted.  SA objective 24 has been amended to read “To encourage and develop the use of public transport, walking and cycling as alternatives to the private car”. |

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| --- | --- | --- | --- |
| Organisation/Name | Date  Received | Comments | Response |
| Highways Agency  Geoff Wise  (Planning Manager) | nd  22 June  2007 | • The Highways Agency welcome their continued inclusion in the LDF consultation process, and look forward to working proactively with Hinckley and Bosworth Borough Council in the production of its LDF. | Comment noted. |
| Natural England  Ms Anna Collins (Planning and Biodiversity Officer) | th  25 June  2007 | • Unfortunately due to staff shortages Natural England is unable to provide a detailed response to this consultation. However, Natural England has commented on other Scoping Reports undertaken by WYGE on behalf of other districts in Leicestershire. Natural England has therefore provided comments sent in response to a similar consultation concerning the Oadby and Wigston Allocations Development Plan Document for consideration. Those comments which are considered to be of relevance have been included below. | / |
| • Ideally baseline information presented in the Sustainability Report will identify the area of the Borough covered by National, County and locally designated sites and map them. Statements regarding Biodiversity Action Plan (BAP) habitats should include sufficient detail to ensure that a proper assessment of the impacts can be made. For example, it will be important to know the area and location of the BAP habitats. It would also be helpful to know if there are any trends with regards to the biodiversity of Hinckley and Bosworth. | Comment noted.  Section 4.3 of the Sustainability Report summarises national, county and locally designated sites within the Borough. |
| • It would be helpful if the written information about the baseline was supported by a land use map which identified areas of open space, BAP habitats and designated sites. | Comment noted.  Land use maps were not considered relevant for the SPD; however they have been produced in relation to other LDF documents. |
| • The key sustainability issue which makes reference to BAP habitats needs to be taken further to ensure not only the protection of existing habitats and species but the creation of new areas. This is in line with national policy and guidance and RSS8, which makes clear that local authorities should be seeking net gain in BAP habitats and species. | Comment noted.  The key sustainability issue has been amended to read  ‘to protect and enhance habitats and species, in particular those listed in the Leicester, Leicestershire and Rutland BAP’. |

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| Organisation/Name | Date  Received | Comments | Response |
| Natural England  Ms Anna Collins (Planning and Biodiversity Officer) | th  25 June  2007 | • Natural England feels that the need for open space which meets the Accessible Natural Greenspace Standard (ANGst) is a key sustainability issue. Linked to this is a further sustainability issue which is the need for Hinckley and Bosworth Borough to have high quality green infrastructure. The existing natural spaces must be retained and enhanced and green links between them created. A good green infrastructure will not only contribute to creating an improved environment for the Borough but will also have health, social and economic benefits making Hinckley and Bosworth a more pleasant place to live and work. This again would contribute to bringing the plan in line with national guidance and RSS8. | Comment noted.  The importance of open space has been acknowledged as a key sustainability issue, as highlighted in Table 4.5 of the Sustainability Report. |
| • Q4: Suitability of the SA Framework:  • When assessing against SA objective 9 there should be an assessment of the impact on access to open and greenspace as access to pleasant green open spaces is known to have a positive benefit on the health of individuals. The assessment of this SA objective should include assessment using the ANGst targets.  • When assessing against SA objective 7 a definition of ‘natural environment’ should be taken in the broadest terms, whilst still remaining relevant to the plan:  • If relevant an assessment of the impact of the plan on a landscape scale should be made. Will the plan create barriers to or opportunities for improving dispersal and connectivity of natural habitats?  • Will the plan have implications for water resources for habitats and species?  • Will it result in the loss of BAP habitats?  • Will the plan threaten rare species?  • An assessment against SA objective 17 should include the impacts on natural and green open spaces, green corridors, water resources, waste production and climate change.  • An assessment against SA objective 21 should acknowledge the biodiversity value that some brownfield sites have.  • An assessment of SA objective 22 should consider the 2004 Countryside  Agency document ‘Towards’ and ‘Vernacular’. | Comment noted.  These assessments are not considered to be relevant in relation to the SPD; however they have been considered in relation to other LDF documents. |

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| Organisation/Name | Date  Received | Comments | Response |
| Leicestershire County  Council | 5th July  2007 | • Q1: Plans and Programmes – Leicestershire County Council would like the following documents adding to the plans and programmes section:  • Sub-Regional:  • Sub-Regional Housing Market Assessment currently being tendered for led by Hinckley and Bosworth Borough Council. The Leicestershire, Leicester and Rutland Gypsies and Travellers Accommodation Needs Assessment.  • Local:  • Leicestershire Local Area Agreement  • Hinckley and Bosworth Borough Council’s Housing Strategy  • Hinckley and Bosworth Community Plan (recently reviewed)  • Please note that the new Sustainable Community Strategy for Leicestershire is currently being prepared, it will replace the current Leicestershire Community Strategy. | Comment noted.  A review of the Leicestershire Local Agreement and the implications for the SPD can be found in Appendix B and is summarised in Section 2.6.3 of the Sustainability Report.  Reviews of the Hinckley and Bosworth Housing Strategy, the Gypsies and Travellers Accommodation Needs Assessment and the Sub-Regional Housing Markey Assessment were not considered necessary in relation to the SPD; however the main aims and objectives of these documents have been taken into consideration during the SA of other LDF documents. |
| English Heritage | No comments were given at this stage. | | |
| East Midlands  Development Agency | No comments were given at this stage. | | |
| Government Office for the  East Midlands | No comments were given at this stage. | | |
| East Midlands Regional  Assembly | No comments were given at this stage. | | |
| Leicestershire County and Rutland Primary Care Trust | No comments were given at this stage. | | |
| Leicestershire  Constabulary | No comments were given at this stage. | | |
| Leicestershire Chamber of Commerce and Industry | No comments were given at this stage. | | |

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| Organisation/Name | Date  Received | Comments | Response |
| Leicestershire Economic  Partnership | No comments were given at this stage. | | |
| British Waterways | No comments were given at this stage. | | |
| Sport England | No comments were given at this stage. | | |
| Transport 2000 | No comments were given at this stage. | | |
| DEFRA Rural  Development Service | No comments were given at this stage. | | |
| Forestry Commission | No comments were given at this stage. | | |
| Leicestershire and  Rutland Wildlife Trust | No comments were given at this stage. | | |
| East Midlands Community  Renewables Initiative | No comments were given at this stage. | | |
| Severn Trent Water | No comments were given at this stage. | | |
| Royal Society for the  Protection of Birds | No comments were given at this stage. | | |
| National Playing Fields  Association | No comments were given at this stage. | | |
| Arriva Midlands | No comments were given at this stage. | | |

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| Organisation/Name | Date  Received | Comments | Response |
| Network Rail | No comments were given at this stage. | | |
| Leicestershire  Development Agency | No comments were given at this stage. | | |
| First Buses | No comments were given at this stage. | | |

WHITE YOUNG GREEN ENVIRONMENTAL

**APPENDIX E**

**APPRAISAL TABLES**

Hinckley and Bosworth Borough Council Sustainability Report

Hinckley Town Centre Strategic Transport Development Contributions Supplementary Planning Document July 2008

Sustainability Appraisal of the Hinckley Town Centre Strategic Transport Development Contributions

Supplementary Planning Document

Appendix E - Sustainability Appraisal Matrices

APPRAISAL TABLES KEY

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

Duration:

Temporary or Permanent

Short Term or Long Term

|  |
| --- |
| Geographical Scale: |
| Immediate |
| Local |
| District |
| Regional |
| National |
| International |

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| Sustainability Appraisal  Objectives | Local Plan Policy IMP1: Contributions Towards the Provision of Infrastructure and Facilities | | | |
| Effect | Duration | Geographical Scale | Description |
| 1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services. |  | Permanent/Long Term | Local | The requirement for developer contributions should ensure that housing is 'decent' and that any increase in residential units can be sustained by local infrastructure. The nature of benefits will depend upon why developer contributions are required. Contributions may also be used in the provision of affordable housing. |
| 2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services. |  | Permanent/Long Term | District | In general, the requirement for developer contributions could help to mitigate adverse health impacts associated with new development. Contributions may be used to ensure the capacity of health service provision can sustain new development. However, there are a number of ways in which contributions may indirectly benefit health, for example those contributions required for transport measures may improve safety or air quality, while those used to provide/enhance open space may increase general well-being. Such indirect benefits will depend upon the response of the associated community. |
| 3. To provide better opportunities for local people and tourists to access and understand local heritage. |  | Permanent/Long Term | District | Developer contributions may be required for the enhancement/provision of open space. Open space can provide a venue for events, public art and other ways of celebrating local heritage. |
| 4. To improve access to and participation in cultural and leisure activities. |  | Permanent/Long Term | District | Developer contributions may be required for the enhancement/provision of open space, which in turn can act as a venue for cultural and leisure activities. Benefits would depend upon the response of the associated community. |
| 5. To improve community safety, reduce the fear of crime and reduce anti-social behavior, particularly in Hinckley town centre. |  | Permanent/Long Term | District | Developer contributions may be used to provide/enhance public realm, open space and community facilities. Such measures can provide opportunities for community interaction and encourage social cohesion, potentially helping to reduce anti-social behaviour and fear of crime. Benefits would depend upon the response of the associated community. |
| 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. |  | / | / | No significant effects are anticipated. |
| 7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of Biodiversity Action Plan targets. |  | Permanent/Long Term | District | There is potential for developer contributions to mitigate some of the impacts caused by new development upon the natural environment, for example through the inclusion of habitat creation in the provision of open space. |
| 8. To conserve and enhance the character, diversity and local distinctiveness of towns and villages in Hinckley and Bosworth Borough. |  | Permanent/Long Term | Local | Developer contributions may be required for public realm improvements. Depending on how these are designed/implemented they have the potential to be both beneficial and adverse for the character/distintiveness of towns and villages. |
| 9. To preserve and enhance the character, appearance and setting of archaeological sites, historic buildings, conservation sites, historic parks and other cultural assets. |  | Permanent/Long Term | Local | Developer contributions may be required for public realm improvements. Depending on how these are designed/implemented they have the potential to be both beneficial and adverse for the historic built environment. |
| 10. To conserve and enhance the character, diversity and local distinctiveness of the rural landscape in the Borough. |  | / | / | No significant effects are anticipated. |
| 11. To conserve and enhance woodland cover in the Borough, particularly in the National Forest area. |  | Permanent/Long Term | District | There is potential for developer contributions to enhance woodland cover, for example through its inclusion in the provision of open space. |
| 12. To manage prudently water resources, improve water quality and protect the floodplain. |  | / | / | No significant effects are anticipated. |
| 13. To improve air quality particularly through reducing transport related pollutants. |  | Permanent/Long Term | Local | Where developer contributions are required for the management of traffic flow/transport measures there is potential for improvements in air quality, for example through keeping traffic free flowing or excluding private vehicles from certain areas. |
| 14. To manage prudently mineral resources and avoid / reduce pollution of land. |  | / | / | No significant effects are anticipated. |
| 15. To minimise energy use and develop renewable energy resources. |  | / | / | No significant effects are anticipated. |
| 16. To reduce greenhouse gas emissions to mitigate the rate of climate change. |  | Permanent/Long Term | International | Where developer contributions are required for the management of traffic flow/transport measures there is potential for a 'knock-on' reduction in greenhouse gas emissions. Although reducing greenhouse gases is an international issue, benefits here are likely to be very minor. |
| 17. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts. |  | / | / | No significant effects are anticipated. |
| 18. To improve access to education and training for children, young people and adult learners. |  | Permanent/Long Term | District | The requirement for developer contributions should ensure that any new development/increase in residential units does not result in a demand for education services beyond the capacity of current levels of provision. Contributions may be required for improvements to education facilities. |
| 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. |  | / | / | No significant effects are anticipated. |

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| Sustainability Appraisal  Objectives | Local Plan Policy IMP1: Contributions Towards the Provision of Infrastructure and Facilities | | | |
| Effect | Duration | Geographical Scale | Description |
| 20. To help farmers diversify their agricultural activities or venture into new rural businesses. To help other rural businesses diversify their activities. |  | / | / | No significant effects are anticipated. |
| 21. To optimise the use of previously developed land, buildings and existing infrastructure. |  | / | / | No significant effects are anticipated. |
| 22. To promote and ensure high standards of sustainable design and construction. |  | / | / | No significant effects are anticipated. |
| 23. To minimise waste and to increase the re-use and recycling of waste materials. |  | / | / | No significant effects are anticipated. |
| 24. To improve access to services, particularly for the rural population, those without a car and for disabled, elderly and deprived people. |  | Permanent/Long Term | Regional | Developer contributions may be required for both service provision and infrastructure improvements that can improve accessibility. Contributions should help to ensure that any new development/increase in residential units does not result in demand for services beyond the current rate of provision. |
| 25. To encourage and develop the use of public transport, cycling and walking as alternatives to the private car. |  | Permanent/Long Term | Regional | Developer contributions may be required for numerous transport measures, including infrastructure and the provision of public transport. |

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| Sustainability Appraisal  Objectives | Town Centre Strategic Transport Development Contributions Supplementary Planning Document | | | | |
| Effect | Duration | Geographical  Scale | Description | Recommendations |
| 1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services. |  | / | / | No significant effects are anticipated. | / |
| 2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services. |  | Permanent  Long Term | Local | The framework should ensure that the transport implications of development in Hinckley town centre are managed appropriately. Depending upon the transport measures proposed, there is potential for numerous indirect health benefits to arise. For example, a reduction in vehicular traffic may result in less air pollution and increased safety for pedestrians, measures concerning walking and cycling may encourage healthier lifestyles. In addition, potential improvements to the public realm should contribute towards general well-being.  N.B. While the framework may recommend parking in relation to a new  development, for the purposes of this appraisal, it is considered that impacts associated with the possible increase in private car use are attributable to the development itself. Such impacts would be dealt with through suitable project level appraisals. | Where possible, the framework should place emphasis on a reduction in private car use and promoting more sustainable modes of transport. |
| 3. To provide better opportunities for local people and tourists to access and understand local heritage. |  | Permanent | Local | The framework includes for the consideration of public realm improvements, which could incorporate the celebration of local heritage. | It is assumed that the nature of public realm improvements would be determined at a later stage beyond the implementation of the framework.  If possible, the design of public realm should have consideration for the celebration of local heritage. |
| 4. To improve access to and participation in cultural and leisure activities. |  | Permanent  Long Term | Local | The framework includes for the consideration of public realm improvements, which can act as a venue for cultural and leisure activities. | It is assumed that the nature of public realm improvements would be determined at a later stage beyond the implementation of the framework.  If possible, the design of public realm should have consideration for encouraging social interaction. |
| 5. To improve community safety, reduce the fear of crime and reduce anti-social behaviour, particularly in Hinckley town centre. |  | Permanent  Long Term | Local | The framework requires that, where proposed, new parking is developed in line with the Association of Police Officers' Secured by Design principles (Park Mark). The framework also proposes that existing car parks are assessed under the Secured by Design criteria. This should contribute to crime prevention and effective security for car park users. | / |
|  | Permanent  Long Term | Local | The framework includes for the consideration of public realm improvements, which could help to combat fear of crime. Quality public realm can encourage community interaction and may instill a sense of pride/ownership regarding Hinckly town centre, which has the potential to reduce anti-social behaviour. | It is assumed that the nature of public realm improvements would be determined at a later stage beyond the implementation of the framework.  If possible, public realm should adhere to  Secured by Design principles. |
| 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. |  | / | / | No significant effects are anticipated. | / |
| 7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of Biodiversity  Action Plan targets. |  | / | / | No significant effects are anticipated. | / |
| 8. To conserve and enhance the character, diversity and local distinctiveness of towns and villages in Hinckley and Bosworth Borough. |  | Permanent  Long Term | Local | The framework should ensure that the transport implications of development in Hinckley town centre are managed appropriately. Measures resulting in a reduction of vehicular traffic may help to preserve/enhance the character of Hinckley town centre. | / |
|  | Permanent  Long Term | Local | The framework includes for the consideration of public realm improvements. Depending on how these are designed/implemented they have the potential to be both beneficial and adverse for the character/distinctiveness of Hinckley town centre. | It is assumed that the nature of public realm improvements would be determined at a later stage beyond the implementation of the framework.  The design of public realm should have consideration for the character and distinctiveness of Hinckley town centre. |
| 9. To preserve and enhance the character, appearance and setting of archaeological sites, historic buildings, conservation sites, historic parks and other cultural assets. |  | Permanent | Local | The framework should ensure that the transport implications of development in Hinckley town centre are managed appropriately. Measures resulting in a reduction of vehicular traffic may help to protect historic buildings/features from damage associated within transport,  e.g. vibration and the emission of certain air pollutants. | / |
|  | Permanent  Long Term | Local | The framework includes for the consideration of public realm improvements. Depending on how these are designed/implemented they have the potential to be both beneficial and adverse for the historic built environment. | It is assumed that the nature of public realm improvements would be determined at a later stage beyond the implementation of the framework.  The design of public realm should have consideration for conservation of the historic built environment. |
| 10. To conserve and enhance the character, diversity and local distinctiveness of the rural landscape in the Borough. |  | / | / | No significant effects are anticipated. | / |
| 11. To conserve and enhance woodland cover in the Borough, particularly in the National Forest area. |  | / | / | No significant effects are anticipated. | / |
| 12. To manage prudently water resources, improve water quality and protect the floodplain. |  | / | / | No significant effects are anticipated. | / |

Long Term

Long Term

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| --- | --- | --- | --- | --- | --- |
| Sustainability Appraisal  Objectives | Town Centre Strategic Transport Development Contributions Supplementary Planning Document | | | | |
| Effect | Duration | Geographical  Scale | Description | Recommendations |
| 13. To improve air quality particularly through reducing transport related pollutants. |  | Permanent  Long Term | Local | The framework should ensure that the transport implications of development in Hinckley town centre are managed appropriately. Transport measures resulting in a reduction of vehicular traffic, including public transport and provision for walking and cycling, should contribute to an improvement in air quality. | Where possible, the framework should place emphasis on a reduction in private car use and promoting more sustainable modes of transport. |
| 14. To manage prudently mineral resources and avoid / reduce pollution of land. |  | / | / | No significant effects are anticipated. | / |
| 15. To minimise energy use and develop renewable energy resources. |  | / | / | No significant effects are anticipated. | / |
| 16. To reduce greenhouse gas emissions to mitigate the rate of climate change. |  | Permanent  Long Term | Local - International | The framework should ensure that the transport implications of development in Hinckley town centre are managed appropriately. Transport measures resulting in a reduction of vehicular traffic, including public transport and provision for walking and cycling, should contribute to a reduction in greenhouse gas emissions. | Where possible, the framework should place emphasis on a reduction in private car use and promoting more sustainable modes of transport. |
| 17. To involve people, through changes to lifestyle and at work, in preventing and minimising  adverse local, regional and global environmental impacts. |  | Temporary  Long Term | Local - International | Measures proposed by the framework may include travel plans for new employment use development and walking/cycling provision. Such measures may encourage people to change their attitude to transport modes, potentially reducing private car use and the associated emission of air pollutants/greenhouse gases. | Where possible, the framework should place emphasis on a reduction in private car use and promoting more sustainable modes of transport. |
| 18. To improve access to education and training for children, young people and adult learners. |  | / | / | No significant effects are anticipated. | / |
| 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. |  | Permanent  Long Term | District | The framework includes for the consideration of public realm improvements. These may make the town centre more attractive to investors and have the knock on effect of creating jobs. Transport measures concerning public transport, walking and cycling may also contribute to this by improving access to and within the town centre. | Where possible, the framework should place emphasis on a reduction in private car use and promoting more sustainable modes of transport. |
| 20. To help farmers diversify their agricultural activities or venture into new rural businesses. To help other rural businesses diversify their activities. |  | / | / | No significant effects are anticipated. | / |
| 21. To optimise the use of previously developed land, buildings and existing infrastructure. |  | / | / | No significant effects are anticipated. | / |
| 22. To promote and ensure high standards of sustainable design and construction. |  | / | / | No significant effects are anticipated. | / |
| 23. To minimise waste and to increase the re-use and recycling of waste materials. |  | / | / | No significant effects are anticipated. | / |
| 24. To improve access to services, particularly for the rural population, those without a car and for disabled, elderly and deprived people. |  | Permanent  Long Term | District | The framework should ensure that appropriate measures are proposed in response to the transport implications of development in Hinckley town centre. These may include public transport, which could improve accessibility for the rural population.  Walking and cycling provision may improve accessibility for some groups. | Where possible, the framework should place emphasis on a reduction in private car use and promoting more sustainable modes of transport. |
| 25. To encourage and develop the use of public transport, cycling and walking as alternatives to the private car. |  | Permanent  Long Term | District | The framework should ensure that appropriate measures are proposed in response to the transport implications of development in Hinckley town centre. These may include public transport or walking and cycling N.B. While the framework ma measures. d parking in relation to a new development, for the purposes of this appraisal, it is considered that  any increases in private car are attributable to the development itself. | Where possible, the framework should place emphasis on a reduction in private car use and promoting more sustainable modes of transport. |

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**APPENDIX F**

**TARGETS AND INDICATORS**

Hinckley and Bosworth Borough Council Sustainability Report

Hinckley Town Centre Strategic Transport Development Contributions Supplementary Planning Document July 2008

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| --- | --- | --- | --- | --- |
| Hinckley and Bosworth SA Objective | Indicator | Indicator Source | Target | Target Source |
| 1. To ensure the provision of decent and affordable housing that meets local needs and links into the provision of services. | % of affordable homes completed | HBBC | Achieve 35% affordable housing from 2007-  2026 | HBBC |
| Number of households in housing need | HBBC | 50% reduction in need from 2007 to 2026 | HBBC |
| Quality of social housing across the Borough | HBBC | To achieve and maintain 90+% in Decent  Homes Standards | HBBC |
| Amount of residential development which is within 30 minutes public transport time of a major retail centre | HBBC | Increase | - |
| % of private sctor homes classified as fit | ? | Increase | - |
| 2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services. | % of people who regularly take 30 minutes exercise more than three times a week | Sport England | Increase | - |
| Amount of new residential development within  30 minutes public transport time of a General  Practitioner (GP) | HBBC | Increase | - |
| Amount of new residential development within  30 minutes public transport time of a Hospital | HBBC | Increase | - |
| Area of development granted on existing sport and recreation space | HBBC | No net loss of formal and informal open spaces | - |
| Mortality due to circulation disease per 100000 population of those under 75 |  | Reduce | NHS |
| Mortality due to cancer per 100000 population of those under 75 |  | Reduce | NHS |
| 3. To provide better opportunities for local people and tourists to access and understand local heritage. | Number of archaeological interpretation facilities provided as a result of new development | ? | Increase | - |
| Number of overnight stays in Hinckley and  Bosworth | ? | Increase | RSS |
| Number of visits to historic sites in Hinckley and  Bosworth per annum | ? | Increase | - |
| 4. To improve access to and participation in cultural and leisure activities. | Creation and regeneration of new and existing cultural and leisure facilities | HBBC | Initial improvements to Concordia Theatre by  2008 and major refurbishment by 2011. 90% of all council green spaces acceptable for use by the disabled by 2010 | HBBC |
| Number of visits to libraries per annum per 1000 population | www.audit- commission.gov.uk | Increase | - |
| Number of visits to leisure facilities in Hinckley and Bosworth per annum | www.audit- commission.gov.uk | Increase | - |
| The area (ha) of newly created accessible natural green space as a direct result of the planning process | English Nature | Increase |  |
| The area (ha) of newly created accessible urban green space as a direct result of the planning process | English Nature | Increase | - |
| Amount of completed leisure development in town and village centres | ? | Increase | - |
| 5. To improve community safety, reduce the fear of crime and reduce anti-social behaviour, particularly in Hinckley town centre. | Domestic burglary offences per 1000 households | www.audit- commission.gov.uk | Reduce | - |
| % of residents who have a fear of crime | Household Survey | Reduce | - |
| Vehicle crime per 1000 population | www.audit- commission.gov.uk | Reduce | - |
| 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. | Deprivation levels within the Borough in relation to the Index of Multiple Deprivation | HBBC | By 2026 to ensure that in regard to the Index of Multiple Deprivation all the Borough's Super Output Areas (SOAs) are within the 60% least deprived in the country and ensuring that at least 40% of the Borough's SOAs remain in the  20% least deprived in the country | HBBC |
| % of residents who feel involved in community life | ? | Increase | - |
| Participation in voluntary and community activities | Household Survey | Increase | - |
| Number of initiatives for young people | ? | Increase | - |
| 7.To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of BAP targets. | Area / number of statutory and non - statutory designated sites of ecological importance | [www.english-nature.org.uk](http://www.english-nature.org.uk/) | No reduction in number / area of sites | - |
| Area / number of statutory and non - statutory designated sites of ecological importance in favourable condition | [www.english-nature.org.uk](http://www.english-nature.org.uk/) | Increase | - |
| Change in priority habitats and species | ? | No negative change in priority species or habitats | - |
| Length of hedgerow which would be classified under the Hedgerow Regulations lost as a result of development | ? | Reduce | - |
| The area (ha) of existing urban greenspace for which management is implemented to enhance wildlife, as a direct result of the planning process | English Nature | Increase | - |
| The number of habitats enhancement projects taken forward as a direct result of the planning process | English Nature | Increase | - |
| Number of planning applications involving a BAP habitat being created as a result of new development | ? | Increase | - |
| 8. To conserve and enhance the character, diversity and local distinctiveness of towns and villages in Hinckley and Bosworth | Number of villages for which a specific Supplementary Planning Document or similar has been undertaken | HBBC | Increase | - |
| Number of Listed Buildings demolished | HBBC | No loss of Listed Buildings | - |
| Number of vacant retail units within Hinckley town centre | HBBC | Reduce | Corporate Plan |
| Number of Listed Buildings at risk | Leicestershire County Council | Reduce | - |

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| --- | --- | --- | --- | --- |
| Hinckley and Bosworth SA Objective | Indicator | Indicator Source | Target | Target Source |
| 9. To preserve and enhance the character, appearance and setting of archaeological sites, historic buildings, conservation sites, historic parks and other cultural assets. | Perecentage of planning applications granted which provide energy efficiency through sympathetic design of historic buildings | HBBC | Increase | - |
| Number of Listed Buildings at risk | Leicestershire County Council | Reduce | - |
| Number of Listed Buildings demolished | HBBC | No loss of Listed Buildings | - |
| Number of Scheduled Monuments at risk | Leicestershire County Council | Reduce | - |
| Proportion of Conservation Areas for which an appraisal has been produced |  | Increase | English Heritage |
| Number of watching briefs undertaken for new developments | ? | Increase | - |
| 10. To conserve and enhance the character, diversity and local distinctiveness of the rural landscape in the district. | Number and type of planning permission granted in areas of Countryside, Green Wedges and Areas of Separation | HBBC | Limit development in these areas to necessary purposes | - |
| Cases of damage to natural and cultural assets | ? | No net loss of assets | RSS |
| The number of historic landscape enhancement/protection projects implemented as a direct result of the planning process | English Nature | Increase | - |
| Area covered by a Landscape Character  Assessment at Borough level | ? | Increase | RSS |
| % of new houses built on greenfield land | HBBC | Reduce | - |
| 11. To conserve and enhance woodland cover in the borough, particularly in the National Forest area. | Area of woodland creation | ? | 5000ha within the National Forest area between  2004 and 2014 | National Forest Strategy |
| Number of black poplar tree planting sites  (Populus nigra ssp. betulifolia ) | National Forest | Halve the loss of existing black poplar trees in the National Forest area | National Forest Strategy |
| Area of ancient semi natural woodland | [www.english-nature.org.uk](http://www.english-nature.org.uk/) | Extend by 2010 | Leicestershire BAP |
| 12. To manage prudently water resources, improve water quality and protect the floodplain. | Percentage of planning applications granted which propose water conserving methods (e.g. rainwater / greywater systems) | HBBC | Increase | - |
| Planning permission granted contary to Environment Agency advice on either flood defence grounds or water quality | HBBC | Nil applications to granted contary to  Environment Agency advice | HBBC |
| Planning permissions granted with Sustainable  Drainage Systems | HBBC | Increase | - |
| Length of watercourse falling within Grades A to  C of the GQA Chemical Assessment Method | www.environment- agency.gov.uk | Reduce | - |
| Number of buildings built in the 1 in 100 year floodplain | HBBC | Reduce | - |
| Number of substantiated pollution incidents  (water) | www.environment- agency.gov.uk | Reduce | - |
| 13. To improve air quality particularly through reducing transport related pollutants. | % of journeys to work made by car (drivers) |  | Reduce | - |
| Number of days when air quality standards have been breached | [www.airquality.co.uk](http://www.airquality.co.uk/) | Reduce | - |
| Number of AQMA | [www.airquality.co.uk](http://www.airquality.co.uk/) | Reduce | - |
| 14. To manage prudently mineral resources and avoid / reduce pollution of land. | % of new and completed dwellings on previously developed land | HBBC | Achieve 60% of development on previously developed land | HBBC |
| % of land that is derelict | [www.defra.gov.uk](http://www.defra.gov.uk/) | Increase | - |
| Number of contaminated sites on Part IIA  register held by Hinckley and Bosworth Council | HBBC | Reduce | - |
| Number of substantiated pollution incidents  (land) | www.environment- agency.gov.uk | Reduce | - |
| 15. To minimise energy use and develop renewable energy resources. | % provision of energy from renewable source of anticipated energy demand per unit / dwelling | HBBC | All major developments to provide a minimum of  12% renewable energy (to be increased by 1%  per year) | HBBC Draft Sustainable  Design SPD |
| Energy efficiency of the housing stock | HBBC | Increase energy efficienct of the housing stock by 30% by 2011 | HBBC |
| Number of applications for renewable energy sources, received and granted | HBBC | Achieve 10% renewable energy by 2010 and  20% by 2020 | HBBC |
| Installed capacity of renewable energy sources in new development per annum | ? | 55MW to be installed in Leicestershire by 2010 | RSS |
| Number of new buildings achieving more than a  BREEAM Very Good rating | ? | Increase | - |
| 16. To reduce greenhouse gas emissions to mitigate the rate of climate change. | % provision of energy from renewable source of anticipated energy demand per unit / dwelling | HBBC | All major developments to provide a minimum of  12% renewable energy (to be increased by 1%  per year) | HBBC Draft Sustainable  Design SPD |
| Energy efficiency of the housing stock | HBBC | Increase energy efficienct of the housing stock by 30% by 2011 | HBBC |
| Number of applications for renewable energy sources, received and granted | HBBC | Achieve 10% renewable energy by 2010 and  20% by 2020 | HBBC |
| CO2 emissions per head | ? | Reduce | - |
| Installed capacity of renewable energy sources in new development per annum | ? | 55MW to be installed in Leicestershire by 2010 | RSS |
| % of journeys to work made by car (drivers) |  | Reduce | - |
| Number of new buildings achieving more than a  BREEAM Very Good rating | ? | Increase | - |

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| Hinckley and Bosworth SA Objective | Indicator | Indicator Source | Target | Target Source |
| 17. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts. | % provision of energy from renewable source of anticipated energy demand per unit / dwelling | HBBC | All major developments to provide a minimum of  12% renewable energy (to be increased by 1%  per year) | HBBC Draft Sustainable  Design SPD |
| Percentage of planning applications granted which propose water conserving methods (e.g. rainwater / greywater systems) | HBBC | Increase | - |
| % of employees working for major employers covered by transport plans | [www.leics.gov.uk](http://www.leics.gov.uk/) | Increase | - |
| % of journeys to school made by car | www.eastmidlandsobservat ory.org.uk | Reduce | - |
| 18. To improve access to education and training for children, young people and adult learners. | Training provision and skill levels amongst the population | HBBC | Ensure the % of the population of working age people qualifies to NVQ level 4 and 5 is equal to or above the national figure by 2026 | HBBC |
| % of population within one mile of a primary school | ? | Increase | Rural White Paper 2000 |
| % of pupils achieving 5 GCSE A\* to C grades | www.audit- commission.gov.uk | Increase | Leicestershire Education  Strategy |
| % of population of working age with no qualifications |  | Reduce | - |
| % of 16 to 18 year olds not in education or employment or training | [www.dfes.gov.uk](http://www.dfes.gov.uk/) | Reduce | - |
| 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. | Number of new businesses in the Borough | HBBC | Aim to have 40 new business starter units operational by 2009 | HBBC |
| Training provision and skill levels amongst the population | HBBC | Ensure the % of the population of working age people qualifies to NVQ level 4 and 5 is equal to or above the national figure by 2026 | HBBC |
| Unemployment rate: claimant count as % of working age population |  | Reduce | - |
| Amount of new residential development within  30 minutes public transport time of areas of employment | HBBC | Increase | - |
| % of apprenticeships | [www.dfes.gov.uk](http://www.dfes.gov.uk/) | Increase | - |
| % of VAT registrations based on stock at year end |  | Increase | - |
| 20. To help farmers diversify their agricultural activities or venture into new rural businesses. To help other rural businesses diversify their activities. | % of population in rural wards on a low income | ? | Reduce | Rural White Paper 2000 |
| Number of successful rural diversification schemes as a direct result of the planning process | English Nature / National  Forest | Increase | - |
| % of employment in agriculture |  | Reduce | - |
| Total income from farming and off farm income | ? | Increase | Rural White Paper 2000 |
| 21. To optimise the use of previously developed land, buildings and existing infrastructure. | % of new and completed dwellings on previously developed land | HBBC | Achieve 60% of development on previously developed land | HBBC |
| % of land area that is derelict | [www.defra.gov.uk](http://www.defra.gov.uk/) | Reduce | - |
| % of new houses built on greenfield land | ? | Reduce | - |
| 22. To promote and ensure high standards of sustainable design and construction. | % provision of energy from renewable source of anticipated energy demand per unit / dwelling | HBBC | All major developments to provide a minimum of  12% renewable energy (to be increased by 1%  per year) | HBBC Draft Sustainable  Design SPD |
| Percentage of planning applications granted which propose water conserving methods (e.g. rainwater / greywater systems) | HBBC | Increase | - |
| Perecentage of planning applications granted which demonstrate selection of sustainable products and methods (as set out in the Draft Sustainable Design SPD) | HBBC | Increase | - |
| Energy efficiency of the housing stock | HBBC | Increase energy efficienct of the housing stock by 30% by 2011 | HBBC |
| Number of applications for renewable energy sources, received and granted | HBBC | Achieve 10% renewable energy by 2010 and  20% by 2020 | HBBC |
| Number of approved applications subject to energy efficienct policies / criteria | HBBC | 10% of development from renewable sources by  2010 | HBBC |
| Number of new buildings achieving more than a  BREEAM Very Good rating | ? | Increase | - |
| Installed capacity of renewable energy sources in new development per annum | ? | 55MW to be installed in Leicestershire by 2010 | RSS |
| Amount of construction waste arisings per annum | ? | Reduce | - |

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| Hinckley and Bosworth SA Objective | Indicator | Indicator Source | Target | Target Source |
| 23. To minimise waste and to increase the re- use and recycling of waste materials. | Percentage of planning applications granted which provide storage and access to meet the requirements of the kerbside recycling scheme | HBBC | Increase | - |
| % of household waste recycled (BV82 a) | HBBC | Recycle 45% of waste from local housholds by  2007/8, 50% by 2010 and 58% by 2017 | HBBC |
| % of household waste composted (BV82 b) | HBBC | Increase | - |
| Amount of waste delivered to landfill sites | HBBC | To reduce the amount of waste taken to landfill to 325kg per person in 2010 and 310kg per person in 2015 | HBBC |
| Kilograms of domestic waste produced for disposal per head | www.audit- commission.gov.uk | Reduce | - |
| % of total tonnage of household waste that has been recycled or composted | www.audit- commission.gov.uk | Increase to 33% by 2015 | Waste Strategy 2000 |
| Amount of commercial and hazardous waste arisings per annum | Leicestershire Waste  Management Strategy | Reduce | - |
| 24. To improve access to services, particularly for the rural population, those without a car,  and for disabled, elderly, and deprived people. | Number of bus passenger journeys per year in rural areas | HBBC | 15% increase in the number of bus passenger journeys from 2001 level | HBBC |
| Quality and accessibility of public transport from town centres | HBBC | Completion of station and public transport interchange in Hinckley town centre by 2008 | HBBC |
| Amount of completed retail, office and leisure development in town centres | HBBC | Achievement and provision of relevant development identified in Hinckley town centre masterplan phases 1 (by 2008), 2 (by 2011) and  3 (by 2015) | HBBC |
| % of population within one mile of a primary school | ? | Increase | Rural White Paper 2000 |
| % of population within one mile of a food store | ? | Increase | Rural White Paper 2000 |
| % of population served by modern health centre providing a range of health services | ? | Increase | - |
| % of population within 1 mile of a GP surgery | Household Survey | Increase | Rural White Paper 2000 |
| % of population within 1 mile of a post office | ? | Increase | Rural White Paper 2000 |
| Park and open spaces provision per 1000 population | ? | Increase | - |
| 25. To encourage and develop the use of public transport, cycling and walking as alternatives to the private car. | Number of bus passenger journeys per year in rural areas | HBBC | 15% increase in the number of bus passenger journeys from 2001 level | HBBC |
| Quality and accessibility of public transport from town centres | HBBC | Completion of station and public transport interchange in Hinckley town centre by 2008 | HBBC |
| Number of bus passenger journeys per year | www.audit- commission.gov.uk | 5% increase over a 5 year period | Community Plan |
| Length of cycle lanes | Leicestershire County Council | Increase | - |
| % of new houses within 10 minutes walk of a bus stop (at least an hourly service) | ? | Increase | - |

Note: Some indicators may be used to measure more than one objective.